"All the News That's Fit to Print."

The New York Times.

With FINANCIAL REVIEW and QUOTATION SUPPLEMENT.

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THE WEATHER.
Light showers; [illegible] winds.

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THE NEWS CONDENSED.

Cash wheat, No. 2 red, 74c.; cash corn, No. 2 mixed, 38½c.; cash cotton, 6 1-16c.

Page 3.

Capt. McClusky, Chief of the Detective Bureau of this city, having heard that several criminals had enlisted in the Two Hundred and First Regiment, sent men to Camp Black to investigate. One arrest was made.

At the Baptist Temple, Brooklyn, yesterday, Fidel G. Pierra, President of the Cuban General Bureau of Information, delivered an address on "The War with Spain as It Appears from the Standpoint of International Law, of Justice, and of Humanity."

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Samuel Gompers, President of the American Federation of Labor, talked of the danger to American labor by the annexation of Hawaii and the possible annexation of Spanish colonies.

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Lawyer Harlock fears the new Bankruptcy act may cause trouble before the Supreme Court meets to establish a set of rules.

The battleship Texas arrived here and was warmly welcomed in the harbor. Her injuries are not serious and can be repaired in a few days. She probably will be docked to-day and examined by a board of survey.

A fire-escape platform on the fourth story at 248 West One Hundred and Twenty-fourth Street, on which two children were playing last night, became loosened from the wall and tipped up. Vivian O'Dell, three years old, was thrown to the yard and killed.

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Thomas Leslie, a real estate broker, of Brooklyn, expired suddenly yesterday at Brighton Beach.

Collector Eidman received from Internal Revenue Commissioner Scott a letter, advising him in regard to various rulings on the application of the stamp tax law.

Martin Thorn, who is to be executed to-day at Sing Sing for the murder of William Guldensuppe was yesterday removed to a cell near the death house.

The Merchants' Association had formulated its plan for fighting the methods of the express companies, and President King made a statement in regard to the matter.

In his sermon at the Church of the Most Sacred Blood yesterday Father Piscopo announced that his campaign against the immorality prevalent among the Italian residents in this city had already been attended with marked success.

Yesterday was the closing day of the meetings of the National Temperance Society at Ocean Grove. Bishop Fitzgerald announced that the Ocean Grove Methodists on Saturday next would raise on the camp ground the largest American flag on the seaboard.

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Marine Intelligence and Foreign Mails.—Page 8.
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NOT DEAD, BUT A DESERTER.

Story that Corp. Henderson Was Shot at Chickamauga Circulated as a Blind.

CHICKAMAUGA PARK, July 31.—A report was sent out last night that Corp. William Henderson, Company D, Twelfth New York, was killed yesterday while attending the target for a squad that was at rifle practice. It was said he raised his head above the trench behind which he was concealed just in time to receive a bullet discharged at the target by one of the squad.

It is stated to-day that Henderson is a deserter, and that to deceive the authorities he reported his own death to the undertaker and the newspaper correspondents. Col. Leonard states that there was no killing at the rifle practice of his regiment Saturday, and that the man Henderson had not been in camp for two weeks.

There was a death yesterday at the rifle ranges caused in the manner described by Henderson. The victim was Private William Lawson of the Second Arkansas.

MUST PAY OR BE EVICTED.

Soldier's Mother Is Several Months in Arrears—Her Daughter Ill.

Mrs. Mary Colemeyer, whose husband committed suicide a month ago by taking poison, and whose eldest son is with the Forty-seventh Regiment at Fort Adams, R. I., received notice to vacate the premises 963 Grand Street, Brooklyn, or be evicted with her two young children for non-payment of rent.

After the suicide of Colemeyer his widow found it difficult to get along, and to add to her misfortunes her daughter is seriously ill. Mrs. Colemeyer is several months in arrears with her rent, and her landlord began dispossess proceedings on Friday.

THE WEATHER.

The local forecast may be found at the top of this page to the right of the title.

The pressure continues relatively high over the East Gulf States, and an area of high pressure is developing over New England and the lake regions.

Showers and thunderstorms have occurred in New England, the Atlantic and Gulf States, the Ohio and Mississippi Valleys, and on the Middle Rocky Mountain slope. The temperatures have been high in the Middle Atlantic States and on the Rocky Mountain plateau, but the temperature has been moderate throughout the lake regions and the central valleys.

The weather conditions are unsettled and favorable for showers and thunderstorms in the Atlantic and East Gulf States and the Ohio Valley. The weather will be generally fair west of the Mississippi River. The temperatures will be probably somewhat lower in the Middle Atlantic States, and about stationary in the other districts.

The barometer is rising over New England and on the Southern Rocky Mountain slope, and is falling in the Northern Rocky Mountain districts.

The record of temperature for the twenty-four hours ended at midnight, taken from The New York Times's thermometer, and from the thermometer of the Weather Bureau, is as follows:

	—Weather Bureau.— 1897.	1898.	Times. 1898.
[illegible] A. M.	68	73	77
[illegible] A. M.	66	72	78
[illegible] A. M.	70	77	80
[illegible] M.	77	81	86
[illegible] P. M.	81	83	88
[illegible] P. M.	80	79	86
[illegible] P. M.	76	78	82
[illegible] P. M.	74	75	81

The Times's thermometer is six feet above the street level; that of the Weather Bureau is 285 feet above the street level. Average temperatures yesterday were as follows:

[illegible] House Square....82
[illegible] Bureau....80
[illegible]ponding date 1897....72
[illegible]ponding date for last 20 years....72

The maximum temperature yesterday was [illegible] at 2 P. M., and the minimum 72 [illegible] at 4 A. M. The humidity at 8 A. M. was 84 per cent., and at 8 P. M. 91 per [illegible]

New Pullman Sleeping Cars Between New York and Cleveland, via Pennsylvania Railroad.

[illegible] Monday, August 1st, the Pennsylvania [illegible] Company will place three new Pullman [illegible] in service between New York and [illegible] on train leaving New York at 5:30 [illegible] daily, and returning on train leaving [illegible] at 1:[illegible] P. M. daily. These cars have [illegible] "New York," "Pittsburg," and [illegible]. They are handsomely finished and [illegible]

PUERTO RICO AN EASY CONQUEST

Gen. Wilson Thinks His Present Force Could Take the Island.

SPANISH VOLUNTEERS DESERT

Captain General Macias Must Depend Upon 8,000 Regulars.

Wild Rumors of Atrocities Committed by the Retreating Enemy Alarm Ponce—Natives Think All Americans Rich.

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PONCE, Puerto Rico, July 29.—No forward movement of the army is expected for several days. The transports with Gen. Brooke's army corps and the remainder of the First Corps are arriving slowly. Our troops will probably remain here quietly until the bulk of the army has disembarked. Only three transports have arrived since yesterday. They have just appeared in the offing, and only one has been made out. It has on board the Fifth Ohio Cavalry.

The Spaniards will probably retire as far back as Aibonito, about thirty-five miles on the road to San Juan, where they are likely to make a stand if they receive reinforcements. They left here entirely without artillery, which makes it even more obvious that an attack at this point was never dreamed of by them. Not a gun was mounted. The garrison was small and poorly armed. All the guns, with one exception, that were abandoned in the arsenal when they beat their hasty retreat Wednesday night were Remingtons, not Mausers.

There was not a mine in the Harbor of Ponce, although two ancient affairs covered with barnacles were found at Puerto de Guanica. These had been placed there years ago, and resisted every effort to explode them.

Gen. Miles will retain his headquarters at the Custom House in the Port of Ponce, while Gen. Wilson will be in immediate command of the troops in the city. Gen. Wilson pushed Gen. Ernst's brigade, consisting of the Second and Third Wisconsin and the Sixteenth Pennsylvania Regiments, out a mile and a half on the military road after dusk last night, retaining two companies of the Sixteenth to act as a provost guard in the city. Capt. Allison has been appointed Provost Marshal, and with the aid of the local constabulary has preserved excellent order, although almost the entire population of the city remained in the streets until long after midnight celebrating the arrival of their American liberators.

Wild Rumor Alarm the City.

During the night all sorts of wild rumors were brought in to Gen. Wilson. The first was that the Spanish were to attack the city in force. In view of this a strong outpost was maintained by Gen. Ernst, and the men slept on their arms. This report, however, soon gave way to rumors that the Spanish were retreating, putting entire villages, plantation buildings, and houses to the torch, and murdering as they went. Some of the wealthy plantation owners of the vicinity became horror-stricken, and appealed wildly to Gen. Wilson to dispatch troops to the rescue, but it was manifestly impossible to divide so small a force.

None of the reports was confirmed when daylight came except that the Spaniards were in full retreat. That they indulged in excesses of a cruel, vindictive character is doubtless true; but the town of Juana Dias, which was reported to have been burned last night, is known to be unharmed this morning.

Gen. José Garcia, who is in the immediate command of the Spanish regulars—not believed to number more than 500—was deserted by most of the Spanish volunteers in his command during the night, and they began strolling back to the city with the dawn. They immediately presented themselves to the Provost Marshal and surrendered their arms.

The appearance of the volunteers aroused in the breast of the natives who had suffered at their hands in the past, especially the political prisoners who were released when we took the city, a desire for revenge, and they began to ferret out all the Spaniards in the city who had ever been in the volunteer service and dragged them to the plaza. Bloodhounds could not have been more savage. Most of the Spaniards in hiding, upon being discovered, were haled in triumph by hooting, jeering mobs to Gen. Wilson's headquarters or to the Provost Marshal's office in the municipal buildings. Some of the natives even began looting the residences of the Spaniards. They mistook liberty for license, and were crazed with a thirst for vengeance.

Deeds of Vengeance Forbidden.

Gen. Wilson, however, soon taught them that they could not wreak revenge under the protection of our flag, and peremptorily ordered that the arrest of Spanish suspects should cease. Such volunteers as presented themselves were, however, received and released after their names had been taken. They will all report to-morrow and be formally paroled. Many of them had been forced into the service of Spain to escape persecution.

It is evident from the wholesale desertion on the part of the Spanish volunteers that Capt. Gen. Macias must depend upon the regulars. These do not number over 8,000 in the whole island, and everything thus far indicates an easy conquest. Gen. Wilson thinks he could take the island with his own troops unaided, and he predicts that, if the troops now expected arrive, Puerto Rico will be ours in less than three weeks.

The merchants who closed their places yesterday opened them to-day, and are eagerly engaged in competition for the American dollar. American gold is at a premium of 100 per cent. Prices were cheap yesterday; to-day they are enormous. The price of a breakfast at the Hotel Francais yesterday was 25 centavos; this morning it is 1 peso. Everything else has risen in proportion. The newspaper correspondents have difficulty in obtaining horses at $100 in gold.

Natives Covet American Gold.

The natives imagine that the pockets of the Americans can emit a ceaseless flow of eagles and double eagles. There's a plenty of provisions in the city, except rice, one of the staples, which is quoted at a very high figure for this country.

Our army will not lack for fresh meat in the march across the island. The broad savannahs which lie between the undulating hills swarm with cattle of excellent quality, which may be obtained at reasonable prices.

Gen. Garretson's brigade is massed at Yauco, the terminus of the railway, fifteen miles off, and will probably remain there until the army is ready to move, but it is thought that the artillery will be brought here immediately. The railroad is in good order, but much of the rolling stock has been destroyed. Yesterday Gen. Roy Stone found several engines wrecked. The machinery had been taken to pieces by Spanish sympathizers and hidden. Gen. Stone gave them two hours to get the engines into working order, under penalty of imprisonment, and in less than that time the engines had steam up and were ready to move.

NATIVES EAGER TO AID MILES.

Overjoyed Puerto Ricans Offer to Join the Army and Bring in Needed Supplies.

WASHINGTON, July 31.—Gen. Miles, in command of the Puerto Rico expedition, sent the following dispatch to Secretary Alger, which was made public at the War Department at 10 o'clock to-night:

"Ponce, Puerto Rico, July 31, 3:35 P. M.

"Four telegrams received and answered by letter. Volunteers are surrendering themselves, with arms and ammunition. Four-fifths of the people are overjoyed at the arrival of the army. Two thousand from one place have volunteered to serve with it. They are bringing in transportation beef, cattle, and other needed supplies. The Custom House has already yielded $14,000. As soon as all the troops are disembarked they will be in readiness to move.

"Please send any National colors that can be spared, to be given to the different municipalities. I request that the question of the tariff rate to be charged in the ports of Puerto Rico occupied by our forces be submitted to the President for his action, the previously existing tariff remaining meanwhile in force.

"As to the Government and military occupation, I have already given instructions based upon the instructions issued to me by the President in the case of the Philippine Islands and similar to those issued at Santiago de Cuba. MILES,

"Major General, Commanding."

HENRY FOUND NO SPANIARDS.

Division Which Landed at Guanica Advances to Ponce, Taking Four Towns on the Way.

PONCE, Puerto Rico, July 29.—Without seeing or hearing anything of the enemy the advance guard of Gen. Henry's division, which landed at Guanica on Tuesday, arrived here to-day, taking en route the Cities of Yauco, Tallaboa, Sabana Grande, and Panuelas. Attempts by the Spaniards to blow up bridges and otherwise destroy the railroad between Yauco and Ponce failed, only a few flat cars being burned. Our troops have fired up the locomotives, and are now operating the road from end to end, carrying supplies, messages, and men.

At Yauco the Americans were welcomed in an address made by the Alcalde, and a public proclamation was issued dated "Yauco, Puerto Rico, United States of America, July 27." Major Webb Hayes of the Sixth Ohio, son of former President Hayes, ran up the flag on the palace amid cheers from the populace. The people seemed really glad that the Americans were here, but they fear an uprising of the natives in the interior, who, it is asserted, will rob, kill, and destroy property in revenge for many years of Spanish misrule.

Gen. Henry has made a report to this effect to Gen. Miles, and advises that a guard be left to protect the captured cities. The empty transports have left for Tampa.

A delegation of nurses of the Red Cross Society from the hospital ship Lampasas waited on Gen. Henry at Guanica yesterday, and asked to be allowed to return home with the sick. They said their supplies had given out, and that the condition on board their ship, which was crowded with patients, was terrible.

Gen. Miles is in constant communication with all his forces, and is keeping the artillery steadily in advance. By to-morrow night he will have the entire army encamped along the military road to San Juan, but he does not say when he will put the army in motion. He is acting throughout, however, with a promptness which indicates quick action all along the line as soon as the transports containing the additional troops arrive.

A corrected list of the injured in the first day's battle at Guanica follows. All the injured belong to the Sixth Massachusetts:

Capt. Edward J. Gihon, shot in the left hip.

Private James Drummond, Company K, shot twice in the neck.

Private Benjamin Bostick, Company K, shot in the right shoulder.

Corp. William F. Carpenter, Company I, shot in the right hand.

Corp. Henry Gary, Company K, shot in the neck.

Sergt. George Carlton of Battery B, Fifth Siege Artillery, died to-day from typhoid fever, and was buried at once. This makes five deaths from that disease on the transports.

Private Arthur Draper of Company M, Sixth Massachusetts, has been promoted to a Lieutenancy for gallantry in action. On Tuesday he led the final charge which drove back the Spaniards. He is the son of Gen. William F. Draper, American Ambassador to Italy.

The news that Spain had consented to sue for peace was received here in a dispatch to The Associated Press, and was at once taken to Gen. Miles. The General said he did not know what effect it would have on his expedition, but he proposed to push on ahead and take San Juan pending orders from the President.

The Associated Press dispatch boat carried the information out to the fleet, and there was a celebration at the first indication of weakening on Spain's part.

Outside of the typhoid fever on the transports and in Guanica, the general health of the army continues excellent, and there has been no trace of yellow fever thus far.

CHANCE FOR THE VOLUNTEERS.

State Troops May Find an Opportunity to Distinguish Themselves in Puerto Rico.

WASHINGTON, July 31.—Two separate expeditions will sail this week for Puerto Rico, raising the total of the American army on that island to about 25,000 men. One of these will go from Tampa, and will include regular artillery, infantry, and cavalry, and a brigade of volunteer infantry. The other will embark at Newport News, and will be composed of Gen. Grant's brigade of volunteer infantry from Chickamauga.

When these troops land at Ponce the army in Puerto Rico will be made up as follows: Infantry—Third and Sixth Illinois, Sixth Massachusetts, Second and Third Wisconsin, Fourth and Sixteenth Pennsylvania, First and Third Kentucky, One Hundred and Sixtieth Indiana, Fourth Ohio, First Florida, Second Georgia, Fifth Maryland, and Fifth, Eleventh, and Nineteenth Regulars. Cavalry—Troops A and C, New York; Governor's, Sheridan, and Philadelphia City Troops, Pennsylvania; Fifth Regiment, regulars, and Troops B of the Second and H of the Sixth. Artillery—Batteries A of Illinois, A, B, and C of Pennsylvania, A of Missouri, and the Twenty-seventh of Indiana; C and F of the Third, B, D, and F of the Fourth, B, G, K, and M of the Fifth, E of the Sixth, and C, H, and M of the Seventh.

The operations of this force will be watched with particular interest by students of military affairs by reason of the fact that it will furnish the first real test of the effectiveness of the volunteers fighting by themselves. In the fiercest fighting at Santiago there were only two volunteer regiments engaged. Later on a few more regiments were brought in, but because of their being armed with Springfield rifles, using black powder, they were kept in the background as far as possible. When they were in action they fought side by side with the regulars, and had the benefit of their discipline and example. In the Puerto Rico expedition only three of the seventeen regiments are regulars, so that most of the fighting will be by volunteers alone.

The entire expedition will be armed with Krag-Jorgensen rifles and smokeless powder, so that the main difference between the equipment of the two branches of the service will have been removed in this expedition. Volunteer artillery and cavalry will be utilized for the first time in this war. At Santiago the artillery was all from the regular army, and while there was a regiment of volunteer cavalry, it was dismounted. In Puerto Rico the two crack troops from New York and Brooklyn and the three troops from Pennsylvania will have an opportunity to distinguish themselves along with the full Fifth Regiment of regulars. It is expected that this mounted force of some 2,000 men will prove a most effective factor in the operations that may be necessary along the military road from Ponce to San Juan.

The artillery includes six regular and six volunteer light batteries and seven heavy batteries, with a total of sixty field pieces and thirty-six siege guns—ninety-six guns in all. As there were never more than five or six light batteries in position at Santiago, the superiority of Gen. Miles's strength in this particular is most marked. The prospect is that the excellent road over which his army will move on San Juan will make every gun in the expedition available for use in shelling the capital if that becomes necessary.

The army of Puerto Rico will not lack for general officers. Major Gen. Miles is at the head. Major Gen. Brooke will be second in command. Major Gen. Wilson is in command of a division and has already been designated as Military Governor of the Ponce district. Major Gen. Coppinger will probably join the army this week. Of Brigadiers there are a goodly number, including Gens. Grant, Henry, Ludlow, Garretson, Hudson, Schwan, Ernst, Haines, Rogers, Stone, and Gilmore.

COL. ASTOR ON MILES'S STAFF.

KEY WEST, July 31.—Col. John Jacob Astor has been appointed to the staff of Gen. Miles. To-day he started on his way to join Gen. Miles in Puerto Rico.

PENNSYLVANIA MEN TO EMBARK.

Artillerymen Delighted at the Prospect of Seeing Service.

NEWPORT NEWS, Va., July 31.—Batteries A and C, Pennsylvania Artillery, will to-morrow board the transport that is to take them to Puerto Rico, unless present orders are modified. The boys are overjoyed at the prospect of getting into active service. Capt. Warburton, Lieut. Pancoast, and the other officers of Battery A dined with Gen. Grant to-day.

THE VOLUNTEER ENGINEERS.

Many of Their Relatives Say Farewell to Them at Peekskill.

PEEKSKILL, N. Y., July 31.—The men of the engineer regiment at Camp Townsend spent a large portion of the day writing letters to friends and relatives and in sending away pictures of the camp, tokens of remembrance, and their extra belongings which they wished to send home. On Tuesday evening they may be afloat and bound for Puerto Rico, but possibly they will not get away until Wednesday.

There were many visitors in camp to-day. Most of them were from New York City, but some came from Philadelphia, Boston, and other distant places, to say farewell to relatives in the regiment. The heat in camp was intense, and there was little activity and no drills. The only exception was the sending of Company D to the rifle range. W. E. Sherwood of the company made a top-notch record, hitting the bull's eye five times in five shots.

BAD STORM IN RHODE ISLAND.

Railroad Traffic Delayed by Washouts—Heavy Damage in Woonsocket—Rain Fell in Torrents.

WOONSOCKET, R. I., July 31.—A violent thunderstorm visited this city this afternoon, during which the lightning struck several places and the rain fell in torrents.

Mrs. James A. Chisholm of 997 South Main Street was struck by lightning just as she was entering her residence, and was completely prostrated, but she will recover.

All traffic was blocked on the Worcester Division of the New York, New Haven and Hartford Railroad for several hours by a washout just north of the Manville Station.

Over fifty washouts are reported in various parts of the city, and the damage will reach thousands of dollars. Several streets are impassable to-night.

A funeral procession was unable to pass through one of the streets on account of washouts, and had to take a short cut through a field.

Providence Church Burned.

PROVIDENCE, July 31.—Lightning struck St. James's Episcopal Church of this city this afternoon and set it afire. The damage is about $10,000.

VICE PRESIDENT ON AN OUTING.

He Will Be a Guest of the Vermont Fish and Game League.

PLATTSBURG, N. Y., July 31.—Vice President Hobart and family and Mrs. Griggs, wife of the Attorney General, arrived at the Hotel Champlain Saturday and received an enthusiastic welcome. The Hotel Golf Club, in uniforms of red and white, met the party at the depot. A cannon salute and fireworks were added to the greetings.

The Vice President expected to remain here until September. He has accepted an invitation to be the guest of the Vermont Fish and Game League at the home of Lieut. Gov. Fisk on the Isle La Motte this week. Several members of the Cabinet are expected here during the month.

SPAIN PLEADS FOR THE PHILIPPINES

All Her Efforts Are Bent on Saving Eastern Colonies.

MADRID MAY REPLY TUESDAY

Negotiations Will Not Interrupt Puerto Rican Campaign.

As a Proof of the Government's Intention to Push the War an Entire Division Has Been Ordered to Re-enforce Miles.

WASHINGTON, July 31.—The persons best informed as to the probabilities declare that the answer of the Spanish Government to the terms of peace outlined by the Government of the United States is not to be expected before Tuesday. This opinion is based upon a knowledge of the time when the United States communication was received in Madrid, which was not until an early hour this morning, the time required to decipher it, the necessity for an extended consideration of the matter by the Spanish Cabinet, and also the necessity for carefully framing the rejoinder.

It is not meant by this statement to question in any manner the full plenipotentiary powers of M. Cambon, the French Ambassador, in dealing with the subject. On the contrary, they are wider in latitude than those usually conferred in such cases. But his position is somewhat similar to that of the President himself, who is obliged to secure the sanction of the United States Senate to any treaty of peace he may prepare, for the Ambassador must submit to the Madrid Cabinet for its approval any agreement that he may enter into. But in the drafting of such an agreement he is fully authorized to proceed in his discretion, and, to guard against any possibility of repudiation of his action, he has been given the minutest definition of the concessions that will be made by the Spanish Government on every point that by any possibility could be expected to arise in the course of the negotiations.

Treating with Spain Direct.

It was not known to our Government that M. Cambon had such powers when he appeared yesterday afternoon at the White House to receive the American answer, but once the President was satisfied that he was competent to deal in an authorized manner with our Government the production of his credentials was hailed with satisfaction, as tending to hasten the reaching of an agreement without loss of time and in the most direct manner, for technically the United States is now treating with Spain without the intervention of any third party. It may be said also that M. Cambon is proceeding with straightforwardness toward his object, and that there is no fear of devious diplomacy being introduced into the negotiations.

There is much speculation as to the nature of the amendment in the answer of the United States that the Ambassador succeeded in inducing President McKinley to make after the document had been so carefully constructed by his Cabinet. All that can be stated is that it relates to that part of the answer which deals with the future of the Philippines. It is known that the Spanish efforts were concentrated upon the retention of the islands, and the Madrid Cabinet was willing to make almost any sacrifice in its power to secure that end.

Whether or not the Ambassador prevailed in this is not known, but there is reason to believe that the success he attained was limited, and that the United States proposes to retain some foothold a little more important than a simple coaling station in the islands. Had our demand been limited to a coaling station there would have been no doubt of its acceptance, and it is even probable that the concession might have been made of a considerable tract of land for a naval station and a supporting zone.

Spain Wants to Keep Manila.

But it is believed that there was strenuous objection to the cession of the City of Manila, the metropolis of the group, and particularly to the reference to a commission on the question of the future government of the islands, for the Spanish Government is desirous that its full sovereignty shall remain unaffected and without question.

It is assumed that it was this point which was the subject of amendment at the hands of the President yesterday, though what form that change took is still unknown. As some mention has been made in the public discussions of the possibility of the acquisition of one of the Caroline Islands it may be stated authoritatively that the matter has not been considered by the Cabinet up to this time.

The progress made in the negotiations has given rise in some quarters to an expectation that hostilities are to be suspended very soon. This will depend entirely upon the attitude of the Spanish Government and the nature of its answer to our demands. It has been made clear to the French Ambassador that hostilities will not be suspended except upon the assurance of a full acceptance of our conditions, and he has undoubtedly informed the Spanish Cabinet that it depends upon Spain when the war shall cease.

Campaign Not Interrupted.

Meanwhile, as an earnest that our Government has not interrupted the execution of its campaign, an order was issued from the War Department to-day for the dispatch of an entire army division to reinforce Gen. Miles in Puerto Rico. This will be known as the provisional division and will be commanded by Major Gen. Wade, at present in command at Camp Thomas, Chickamauga. He is ordered to turn over that command to Major Gen. Breckinridge, Inspector General of the Army, and to report to Secretary Alger in Washington for instructions before departing for Puerto Rico, bringing with him his Adjutant General and his aides. The provisional division will consist of fifteen full regiments, and Gen. Wade will select them not from the troops under his old command alone, but with particular reference to an equitable representation in the Puerto Rican campaign of all the States.

THE FEELING IN MADRID.

LONDON, Aug. 1.—The Madrid correspondent of The Times says:

"The conflicting accounts of the American peace terms and a suspicion that the Washington Government was temporizing in order to confront Spain with the occupation of Puerto Rico and the capitulation of Manila originally caused irritation and provoked strong language, but it is now seen that the suspicion was unfounded. The terms, however, are regarded as very hard, and the annexation of Puerto Rico and the repudiation of the colonial debts are characterized as flagrantly unjust.

"Happily, the question of the Philippines is reserved, and I am confident that the more it is considered the less will America be inclined to annexation. Spain has only maintained sovereignty there by the aid of the religious orders, who supplement administrative authority by enormous religious influence. Even the least clerical of the Captains General have admitted in their official reports that, without the friars, who are mostly able men and ardent Spanish patriots, an army corps of peninsular troops would be permanently required to maintain order.

"Any other powers seizing the Philippines would be obliged to abolish this mediaeval administration and introduce a much costlier system."

A special despatch from Madrid says: "Some of the leading members of the Conservative party question the utility of preserving the Philippines, because of the enormous expense that a suppression of the insurrection would entail. El Nacional urges their sale.

SIGNS OF AN EARLY PEACE.

Subject of Commissioners Referred To—Rumor that the President Will Take a Vacation.

WASHINGTON, July 31.—It is said that the President and M. Cambon, after their prolonged conversation yesterday through M. Thiebaut, were both confident that the negotiations would begin very soon, and go on without interruption to an early peace. It does not appear that there was any modification of any propositions made by the United States, as the President and his Cabinet were unprepared to offer any suggestions until the conditions precedent to negotiations were accepted.

But with both sides confident that those conditions would not be rejected, it is said that the matter of selection of Commissioners was referred to and that the President was about prepared to name three out of possibly five Commissioners for the United States. The men upon whom he was inclined to rely to conduct the negotiations for the United States were Gen. Stewart L. Woodford, Minister to Spain; Richard Olney, recently Secretary of State, and George F. Edmunds, former Senator from Vermont.

The names of Spanish Commissioners have not been suggested, but it is doubtful whether Minister Polo y Bernabé, who recently left here upon the outbreak of hostilities, will be asked to serve.

An indication of the President's confidence in the early cessation of hostilities was found in the report—not verified at the White House, however—that he has accepted an invitation to go next week to Seabright for a vacation of a month or more. Senator Elkins corroborated, in his sanguine and genial way, the report that the President was thinking of taking a rest, but he insisted that if the President went away he would go with him into the mountains of West Virginia, and not to the seaside.

In the meantime the Administration will ponder over the question of the Philippines, the many suggestions about coaling stations and naval stations, the implied obligations to the people who have been encouraged by the United States to rebel against Spanish rule, and the obligations created by the war that the United Staes may feel have been imposed to prevent a scramble for the partition of islands that the United States may hold without protest from any of the powers.

The suggestion was made here to-day by a foreign diplomatist that if the United States Government could see ahead ten years or more and understand what an opportunity was being thrown away in the rejection of the control of the Philippines there would have been as strong a line in the reply to Spain touching the Philippines as there was concerning Cuba and Puerto Rico.

Bank of Spain's Condition.

MADRID, July 31.—The Bank of Spain report for the week ended yesterday shows the following changes: Gold in hand, increase, 1,736,000 pesetas; silver in hand, increase, 4,175,000 pesetas; notes in circulation, increase, 2,226,00 pesetas.

Troops Pursuing Carlists.

PARIS, July 31.—The Madrid correspondent of The Temps says that a band of 300 Carlists has appeared near Seo de Urgel, in Catalonia, and that the troops are pursuing them.

LONDON, Aug. 1.—A special dispatch from Madrid says: "All the Carlist newspapers have been suspended since Friday. It is asserted, however, on good authority that all reports of serious Carlist movements are quite unfounded."

NEWS FOR SHAFTER'S MEN.

Order Issued to Notify Soldiers They Are to Come North Soon.

WASHINGTON, July 31.—Secretary Alger is hastening the preparations at Montauk Point for the reception of the Fifth Army Corps, now at Santiago. Surgeon General Sternberg has just dispatched Col. Forwood of his bureau to the site of the camp with instructions to erect a hospital at once.

Gen. Shafter has been authorized by a cablegram from Secretary Alger to notify his soldiers of the good fortune in store for them in order that the men may be encouraged to wait with patience for their removal. This cannot be effected immediately owing to the condition of the men themselves.

The present plan is to begin as soon as possible the transportation to Montauk Point of such of the soldiers as have recovered from the fever and those who have not yet contracted it.

The sick must wait, for the physicians say that the climatic change involved in bringing them north would prove fatal in many cases. But the delay is not likely to be extended. Surgeon General Sternberg says that convalescence in fever of a type as mild as that at Santiago does not usually occupy more than ten days, although as the season runs on and the virulence increases this period is greatly extended. As soon as that period is passed the men will be embarked for home. The matter of transports for this work is already under consideration and is likely to be adjusted satisfactorily.

SORROWING OVER BISMARCK'S DEATH

All Germany Mourns the Loss of the Prince.

THE FUNERAL NOT ARRANGED

Emperor William Deeply Moved When Told the Sad News.

Flags at Half-Mast Over All the Cities—United States Minister Sends a Word of Sympathy—The News in Other Countries.

BERLIN, July 31.—The news of the death of Prince Bismarck having come at such a late hour last night the public was not generally informed until the papers appeared this morning with the announcement of his sudden demise. The funeral arrangements have not been outlined yet.

At the office of the Marechal of the Court it was said this evening that Dr. von Lucanus, Chief of Emperor William's Civil Cabinet, is hurrying home from Herts, where he has been spending the Summer, with a view of putting himself into communication with the Bismarck family and Dr. Schweninger, in order to arrange for the funeral, which will probably be delayed until the Emperor's return.

It is significant that Prince Bismarck directed an interment near the colossal bronze monument presented by the loyal Anhalt representatives—a noble stag triumphant over a pack of yelping dogs. The remains of the Countess will be transferred thither also.

The Prince's last will and testament was deposited early this morning at the Schwarzenbach Court House, near Friedrichsruh.

On the family retiring Count Herbert personally locked his father's private room, taking the keys along with him, and issuing strict orders to exclude every one. Ingress to the Schloss at Friedrichsruh to-day has been denied to all, except under special order from Count Herbert, the head of the family. Two of the late Prince's foresters, in a uniform of gray and green, watch the remains.

Dr. Schweninger thus far has acted for the family regarding the funeral. Until late this afternoon no arrangements had been made or orders given. Probably everything will await instructions from the Emperor. Neither a plaster cast nor photographing the remains has been allowed as yet.

To-day the Foreign Office notified all diplomats accredited to the Imperial Court, as well as all German representatives abroad. At all the Embassies and Legations the flags are at half-mast.

How the Prince Lies.

A special dispatch to the Lokal Anzeiger from Friedrichsruh says:

"The death chamber is on the ground floor of the castle. The Prince died on an oaken bedstead, made especially for him of wood from Sachsenwald. The end was preceded by a severe death struggle and terrible pain. As he lies his head is slightly fallen forward on his breast and the hands are folded on the counterpane. At the foot of the bed stand two watchers."

The city looks hardly different from its wont, except that flags are at half mast. The first to go to that position this morning was the flag over the Chancelleria, which was lowered by the personal order of Prince von Hohenlohe, the Imperial Chancellor. Then followed the flags at the Foreign Office and the various public buildings.

United States Ambassador White at noon to-day sent the following dispatch to Count Herbert von Bismarck, at Friedrichsruh:

"On behalf of the whole American people, whether official or unofficial and of whatever birth or descent, I tender congratulations upon the mighty career now ended and assurances of the most sincere sympathy for yourself and your mourning family."

Pastor Dickie, in the course of his sermon to-day at the American Church, referred feelingly to the death of Bismarck and emphasized the coincidence of the demise almost simultaneously of two such men as Bismarck and Gladstone.

The news of Prince Bismarck's death, which became generally known only through special editions of the papers, produced profound sorrow, as so sudden a realization of the fears of his dying was not expected. Several papers this morning publish special articles with mourning borders expressing in feeling terms the national sorrow and dwelling on the brilliant and immortal services of the Prince to the Fatherland, his heroic greatness, and his truly German character.

Sorrowful sympathy over Prince Bismarck's death is manifested in many ways. The news is constantly discussed in public places, and a feeling of sadness prevails among all classes of the people. Particulars of the last moments of the Prince and other circumstances attending his death are eagerly sought. Many private houses show flags at half-mast. Secretary of State von Bulow will return from Semmering, Austria, immediately.

EMPEROR WILLIAM IS MOVED.

BERGEN, Norway, July 31.—The news of the alarming change in the condition of Prince Bismarck reached Emperor William late yesterday evening. When the Emperor was informed of the Prince's death early this morning, he was deeply affected, and ordered his yacht to return immediately. The Hohenzollern, with the Emperor on board, will reach Kiel to-morrow evening. The flag on the yacht is flying at half-mast.

HAMBURG, July 31.—A dispatch received from a Friedrichsruh correspondent states that Emperor William has sent a telegram from Bergen, Norway, directing that the Grofbose Infantry Regiment, No. 31, stationed at Altona, send a guard of honor to Friedrichsruh. The guard arrived this afternoon.

BISMARCK'S DEATH STRUGGLE.

BERLIN, July 31.—When Dr. Schweninger arrived at Friedrichsruh railway station shortly after 10 o'clock [illegible] the two Counts von Rantzau [illegible] in a carriage, and the [illegible] to the capital, where he found Prince Bismarck already unconscious.

"According to an unofficial account the death agony was prolonged. The Prince died without taking leave of the family. For fully an hour he suffered terrible difficulty in breathing, and his groans were fearful to hear during the death struggle. He had been placed in a sitting position, and propped up with cushions in order to relieve the frightful spasms in breathing. His powerful constitution fought to the last.

"The family, gathered in an adjoining room, was plunged into the very anguish of grief by the moans from the death chamber. The despair of all was intensified by Dr. Schweninger's absence, although medical art was unavailing. The only consolation was that the Prince was unconscious during the last two hours.

"Dr. Schweninger was only in time to afford some relief in the final moments. During the agony of dying the Prince repeatedly pressed his hands to his eyes. His appearance in death is said to recall strikingly that of the first Emperor William, the smallness of skull as compared with a large body being especially remarkable. The strongly contracted, small, pale features, greatly emaciated, suggest how long and severely he suffered though the expression was calm.

"Count Herbert Bismarck refuses to allow anybody to visit the death chamber until Emperor William has seen the dead statesman. Dr. Schweninger and Dr. Chrysander are personally attending to the embalming.

A special dispatch from Friedrichsruh says:

"The room in which the Prince died is of the simplest character, his oak bedstead occupying almost all the space. Over the bed hang pictures of his favorite dog, Tyras, and his favorite horse. Two chairs and a sofa complete the furniture.

"It is reported late to-night, (Sunday,) but the report is not yet confirmed, that Emperor William has telegraphed Count Herbert his desire to have a worthy public funeral at Berlin, and that in reply Count Herbert, after thanking the Emperor, declined the offer, on the ground that his father long ago expressed a distinct wish to be buried at Friedrichsruh. The Emperor also wired Prof. Begas to take a mask of Prince Bismarck's face. As the professor was absent, Mme. Begas sent an assistant to take a mask in gypsum.

"Frau von Kotze, a relative of the family, and Count von Henckel arrived at Friedrichsruh this evening. Over 500 telegrams of condolence and many beautiful wreaths have already arrived.

"It may be recalled that Bismarck once expressed his wish to be buried at Friedrichsruh in as nearly as possible in the following words: 'I like best to think of my coffin under the tops of the German oaks on this height, whence the eye surveys the green woods in which Friedrichsruh is embosomed.'"

LAST DAYS OF BISMARCK.

LONDON, July 31.—Dispatches from Berlin state that some of the papers being misled as to the true condition of Prince Bismarck failed to announce his death this morning. Of the more fortunate ones the Nachrichten gives the fullest details of the last days and death of Bismarck. It says:

"On Thursday evening an improvement set in in the Prince's condition, in which repeated changes for the worse had occurred since October last, and he was able to appear at the table and take part in the conversation, drinking champagne, and afterward smoking several pipes, which he had not done lately.

"His condition was so satisfactory that Dr. Schweninger, after the Prince had gone to bed, left, with the intention of returning on Saturday. His condition was comparatively satisfactory throughout Friday and Saturday morning. He read the Nachrichten and conversed on politics, particularly referring to Russian affairs. In the forenoon he took luncheon, grumbling jocularly at the small proportion of spirits in his drinking water. Then the sudden change for the worse occurred, in consequence of an acute attack of pulmonary oedema, and in the course of the afternoon he frequently became unconscious.

"Recently, besides periods of unusual mental clearness, the Prince had had intervals of drowsiness, falling into long, sound, and beneficial sleep, on awaking from which he would be completely refreshed.

"On Saturday evening grave symptoms appeared. Death came easily and painlessly. Dr. Schweninger was able to some extent to lighten the last moments, wiping the mucus from the patient's mouth and enabling him to breathe more freely.

"The last words Prince Bismarck uttered were addressed to his daughter, Countess von Rantzau, who wiped the perspiration from his forehead. They were: 'Thanks, my child.'

"The whole family were assembled at the bedside at the time of his death, and Dr. Schweninger, Dr. Chrysander, and Baron and Baroness Merck were also present. As no breathing movement or pulse was perceptible for three minutes, Dr. Schweninger declared quietly and simply that the Prince was dead.

"Dr. Schweninger telegraphed the news to Emperor William, in Norway.

"The Prince lies as he used to sleep, in an easy position, with his head slightly inclined to the left. The expression on his face is mild and peaceful. It is remarked that his head remained warm for an unusually long time.

"In accordance with Prince Bismarck's wish, he will be buried upon the hill opposite the castle, in the vicinity of Hirschgruppe."

THE DAY AT FRIEDRICHSRUH.

FRIEDSRICHSRUH, July 31.—It is understood that the body of Prince Bismarck will be embalmed this evening, and will remain in the castle until the mausoleum is ready for its reception.

Large crowds of sympathizers have gathered throughout the day outside the entrance, where visitors' books have been left for the numerous callers to inscribe condolences.

Count von Posadowsky-Wohner, Prussian Minister of the Interior, and Privy Councillors Jonquieres and Hauss arrived at 4:30 this afternoon and at 6 o'clock proceeded to Hamburg.

THIS COUNTRY'S CONDOLENCE.

WASHINGTON, July 31.—By direction of the President the following dispatch was sent to-night to the Hon. Andrew D. White, United States Ambassador to Germany:

Washington, D. C., July 31, 1898.

White, Ambassador, Berlin:

The President charges you to express in the proper official quarter to the bereaved German Nation and to the family of the deceased statesman the sorrow which the Government and people of the United States feel at the passing away of the great Chancellor, whose memory is ever associated with the greatness of the German Empire.

ADEE, Acting Secretary.

COMMENTING ON BISMARCK.

What Newspapers Are Saying Concerning the Prince's Demise—French Papers on the Situation.

BERLIN, July 31.—The press comments upon the death of Prince Bismarck are still rather scant. The Vossische Zeitung, concluding a long editorial, says:

"For us and for the German people the man has died who had an unexampled share in the rebirth of the German Empire, in the splendor of our imperialism, and the glory of the German name. At his bier we do not remember that which sometimes separated some from him, but which united every German with him. So long as he stood in the midst of parties, his picture lighted by partisan favor or hatred, we might vacillate in our minds, but to the dead we render our thanks and our admiration. The German people sorrow for the loss of its most eminent statesman, and it will show itself worthy of the mighty deeds of the past by preserving the structure of German unity strong and healthy, through the strength and light of freedom."

The Tageblatt says: "A statesman of unconquerable will power and tremendous boldness, Bismarck was necessary to force the idea of German unity from out the ruins of centuries into new and forceful strength and splendor; but the pre-requisite for realizing this mightiest problem in later European history was and remained Prussia and the Prussian people."

The Cologne Gazette says: "The Fatherland has lost its most magnificent champion. We all feel as if in the eyes of the 'Junker of Schönhausen' their last glance were upon us [illegible] as we swear on his body to hold holy the heritage he bequeathed us."

The Boersen Courier says: "Its name [illegible] even if unforeseen convulsions [illegible] bring about State conditions wholly different from the present ones, but in the [illegible] generation and in those to come it will remain the signature of the end of the nineteenth century. And the new, the real Germany of to-day, [illegible] of in the foreground of every [illegible] the true form of the first Chancellor [illegible]

[illegible] the North German Gazette, the [illegible] and the National Zeitung [illegible] and several other leading papers simply print the announcement of death.

Comment of French Papers.

PARIS, Aug. 1.—"De mortuis nil nisi bonum," says La Patrie, but, though his retirement for nearly a decade from power has softened their feelings toward the Iron Chancellor, the Paris papers are unable to hide some expressions of bitterness. All refer to the Ems "forgery."

The Temps says: "Frenchmen desire to be generous and know how to be just. It is not difficult to be generous toward a man dying vanquished and overthrown. France shed sincere tears for Washington and Gladstone, who were great benefactors of humanity. She associates herself respectfully in mourning for the great adversaries who greatly harmed her."

The Jour says: "It appears to Frenchmen that some of their defeats disappear with him."

The Journal des Debats says: "Though his death need not awaken painful remembrances, we recognize his political genius as that of the implacable enemy of France."

The Liberte declares: "Bismarck was less baneful to France than to Germany. He stopped the forward march of civilization and inaugurated an era of hatred, which sooner or later must cause rivers of blood to flow."

All the French papers print long obituaries.

PARIS, July 31.—The French papers express the belief that the death of Prince Bismarck will have no influence upon European policy as the deceased retired from public life eight years ago.

As Viewed in Vienna.

VIENNA, Aug. 1.—The news of the death of Prince Bismarck made a profound sensation, and everywhere evoked regrets almost as great as those expressed in Germany. The Austrian and Hungarian papers publish long articles, reviewing with admiration the career of "the colossal statesman, whose death sends a shudder through Europe."

The Fremdenblatt says: "We may have loved or hated him, but we cannot deny his extraordinary greatness."

The Neue Freie Presse says: "It will be difficult to imagine the world without Bismarck."

The Neue Wiener Tageblatt says: "The Goethe."

Opinions of London Papers.

LONDON, Aug. 1.—The Times editorially this morning says: "Since the first Napoleon death has claimed no greater figure. Bismarck was one of the few men of whom his contemporaries can predict with some assurance that his work will endure."

The Standard says: "We may feel that our existence has been rendered larger and more significant by the fact that Bismarck was our contemporary. His character, genius, and achievements were so colossal that it is perfectly safe to prophesy for him not a lofty but a permanent niche in the temple of renown."

The Morning Post, comparing him with Cromwell and Richelieu, says: "To posterity he may appear even greater than they. If in his retirement he sometimes expressed the wrath which was his most characteristic emotion, his perturbed spirit will find rest in the knowledge that, after all, he left his most ardent disciple on the throne of which he was the master builder."

The Daily Chronicle, contrasting Gladstone and Bismarck, says: "Gladstone left a national legacy of enlightened, generous, and democratic legislation, and the name loved and revered by other peoples hardly less than by his own. Bismarck's monument is a forest of bayonets; and he goes to his grave without the homage of a tear beyond the borders of his own land."

Proceeding in a savage attack upon the deceased German statesman, The Daily Chronicle remarks: "To him, more than to any other man, is due the fact that Europe resounds to-day with the tramp of armed millions. His huge strength, his capacious mind, his unvarying purpose, and his colossal triumphs are a proof forever of what man can be. Nobody but a German will ever look to him for an example of what man ought to be."

As Received in Italy.

ROME, July 31.—The death of Prince Bismarck has produced a deep impression throughout Italy. King Humbert, Gen. Pelloux, the Premier, and Admiral Canevaro, Minister of Foreign Affairs, sent dispatches of condolence to Emperor William, and many prominent people are leaving cards at the German Embassy.

Signor Crispi sent a telegram from Naples to the Tribuna, eulogizing Bismarck and declaring that Germany should show respect for the deceased statesman in the same way as Great Britain did for Gladstone. "By the death of these two statesmen," adds Signor Crispi, "Europe has lost two political giants, two men of elevated sentiments, two men of mighty talent."

BISMARCK AND THE EMPEROR.

BERLIN, July 31.—The Lokal Anzeiger publishes a long article on Bismarck by Dr. Moritz Busch. It gives an alleged copy of the original text of Prince Bismarck's letter to Emperor William on leaving office in 1890, which, it is understood, was only to be published after his death. In this document Bismarck is represented as saying:

"It is not possible for me to retain the position of President of the Council of Ministers after your Majesty in respect of the same has urged a capitis diminutio, relying upon an abrogation of the order of 1852 which regulates the relations of a Minister President to his colleagues.

"Moreover, in regard to my official prerogatives your Majesty has imposed limits which do not permit me to have a proportionate share in State business and its supervision, or that freedom of action in Ministerial decisions or communication with the Reichstag, or members of the Reichstag, which my constitutional responsibility requires. It would also, after the latest decisions of your Majesty respecting the direction to be given our foreign policy, as set forth in the imperial autograph letter with which your Majesty yesterday accompanied the reports of the Consul at ——, be impossible for me to carry out the instructions therein given with respect to foreign policy. I would thus call in question all policy has attained under unfavorable conditions for a decade past on lines laid down by both your Majesty's predecessors in our relations toward ——, the unexpectedly great importance of which —— has since his return from —— confirmed to me.

"In view of my attachment to the service of your Majesty's royal house and the many years during which I have grown habituated to a position which I have hitherto regarded as an enduring one, it is very painful to me to sever myself from my accustomed relations to your Majesty and from the general policy of the Empire and Prussia; but, after conscientious consideration of your Majesty's intentions, for the execution of which I must be prepared if I remain in office, I cannot do otherwise than beg your Majesty to relieve me of the office of Imperial Chancellor, Premier, and Minister of Foreign Affairs.

"According to the impressions I have received during the last few weeks, as well as communications from your Majesty's military and civil household, I may assume that my request to resign meets with your Majesty's wishes and that I may, therefore, certainly rely upon its gracious acceptance. I would have tendered my resignation to your Majesty long ago if I had not thought that your Majesty wished to utilize the experiences of a true servant of your predecessors. Since I have become certain that your Majesty does not care to avail himself of them, I withdraw from political life, without any apprehension that public opinion will condemn my decision as untimely."

LONDON, Aug. 1.—The Times publishes in extenso the letter from Prince Bismarck to Emperor William, on leaving office in 1890. It occupies over a column.

The Berlin correspondent of the Morning Post, commenting upon this letter, which he had seen in the Lokal Anzeiger, suggests that the power whose name is suppressed was Russia, and that the point from which Bismarck's informant had been recently returned was St. Petersburg, Russia being probably the scene of Germany's successful foreign policy.

"It will then be clear," he says, "that the differences between Prince Bismarck and Emperor William had to do with matters of a more serious nature than the maintenance of the constitutional charter. It throws new light on the Zanzibar treaty."

MEMORIAL TO BISMARCK.

The Kriegerbund Leads a Movement for Fitting Services in This City.

A special meeting of the Kriegerbund, an organization of German veterans of the wars of 1864, 1866, and 1870, was held yesterday afternoon at Maennerchor Hall, Fifty-sixth Street and Third Avenue, to arrange a monster Bismarck memorial service.

Immediately over the chair of the presiding officer, Richard Mueller, President of the Kriegerbund of New York, was a large picture of Bismarck, draped in black. The flag on the building was at half mast. President Mueller announced that he had issued a call to the heads of the German societies, asking their co-operation, and he was assured they would consider it an honor to assist in the memorial to the man who had paved the way for the foundation of the German Empire. A number of short addresses were made by members who had served in the armies of Germany. President Mueller's call was as follows:

To the German Societies of Greater New York:

Nothing has so deeply touched the hearts of the Germans, wheresoever they may dwell, as the death of Bismarck, this greatest of all Germans. Like a mighty oak, he defied all the storms of the elements. He was proof against the dangers of battle. Nor could the sweet notes of peace effeminate this great masculine character. Nothing could sway this gigantic personality, either in times of war or in times of peace, and neither friend nor enemy—he surrendered to only one enemy, all-conquering death.

Bismarck's death means an irreparable loss to all that is true and genuine, to all that is great and exalted, in Germany and among Germans throughout the world. And everywhere, every German in deep mourning and grief-stricken, will recall the glorious July days of 1870, when the seed sown by Bismarck was harvested with the power of tropical development, and in the bosom of the German Nation was placed the long-hoped-for unity of the old beloved Fatherland.

A memorial service worthy of the founder of the German Empire is a duty which all the Germans of Greater New York owe to the departed ex-Chancellor. In response to numerous requests received by me since the announcement of the death of Bismarck that our verein should take the initiative in honoring his memory, I hereby invite all the Presidents of the various German societies who are willing to participate in a suitable memorial service to be present at a preliminary meeting Monday, at 8 P. M., at 62 East Fourth Street, where all further arrangements will be perfected.

WAR KITES AT GLEN ISLAND.

Demonstrations Showing How an Enemy Could Be Destroyed by Dynamite.

The value of scientific kite flying in time of war was demonstrated at Glen Island yesterday. Dozens of airships were sent 2,000 feet high and dropped packages of rice on the soldiers at Fort Slocum, on Davids Island. Had Glen Island been occupied by the Spanish forces and the rice been dynamite, Fort Slocum would have been completely demolished. For over a week a number of scientific men have devoted a few hours each afternoon to experiments in kite flying, the results of which have opened the eyes of the commandant and soldiers at Fort Slocum.

The first kite sent up from Glen Island was an ordinary Malay. Following this was a box kite. It contained a camera, and on its journey of a couple of miles took negatives of the surrounding country, which were later developed by Prof. L. M. McCormick, Curator of the Glen Island Museum of Natural History. Crowds of people and the soldiers at Fort Slocum watched the experiment with interest. Suddenly the Stars and Stripes was unfurled a thousand feet in the air, evoking wild enthusiasm. Cheer after cheer went up as the flag fluttered gracefully against a background of sky. Then the United States pennant, some sixty feet long, was unfurled. The streamer was caught by the wind and shaken out to its entire length. Following this came a series of small flags, which read, "Remember the Maine."

The big box kite was at that moment immediately over Fort Slocum, at a height beyond the range of a bullet. The kite seemed to struggle for an instant, then righted itself. Those who had watched its manoeuvring through glasses observed several small packages dropped, which flew through the air at a terrific speed. A moment later they landed on the military fortifications and burst. Then the soldiers picked grains of rice from their clothing. The experiment showed that dynamite could have taken the place of rice, in which case Davids Island, with its fortifications and soldiers, would have been removed from the map of Long Island Sound.

The second test was successful, and thoroughly demonstrated how light machinery can be operated a thousand or more feet above the ground. A model of the United States monitor Puritan was carried up. From the revolving turret rockets were fired, representing the ship in action. Then the ship was allowed to attain a greater height, and copies of the New York papers were distributed from the clouds. Rolls of tape were dropped next. Each was of a different color, and as they descended they unrolled. The wind carried them in all directions. At one elevation a current of air would carry them eastward, and fifty feet further down another current would endeavor to draw them in another direction. They became intertwined and sank slowly into the water, resembling two aerial creatures, with huge tendrils, fighting for the mastery.

Then Schley's signals when he discovered Cervera's fleet attempting to escape were seen. The little flags fluttering in the breeze spelled out the sentence, "The enemy is coming out." The various signals from the acting flagship to the Texas and other ships before Santiago were displayed, and the experiment was brought to an end.

Some miles away on the Long Island shore observers were placed with glasses. They reported each signal displayed accurately. The tests, as a whole, were thoroughly satisfactory and demonstrated that in time of war kites would prove of great value. It is claimed that the kites can carry life lines to ships in distress, providing the wind is in the proper direction. This week efforts will be made to have them carry a life line to Fort Slocum, just a mile across the water from Glen Island.

CHALLENGE FOR AMERICA CUP.

Royal Ulster Yacht Club Will Notify the New York Yacht Club of Its Desire for a Contest.

LONDON, Aug. 1.—The Times announces this morning that the Royal Ulster Yacht Club has arranged to challenge for the America Cup.

The New York Yacht Club will be notified of the decision immediately.

WOMAN WHEELING TO BOSTON.

Mrs. Allen, Who Left Here at Midnight, Expects to Get There in 24 Hours.

Mrs. M. S. Allen of Worcester, Mass., started at midnight last night from the Astor House to wheel to Boston. She will endeavor to make the trip in twenty-four hours. She wore a suit of dark-gray knickerbockers, trimmed with red, and was accompanied by her husband, who will ride with her as far as Norwalk, Conn.

Mrs. Allen has never before ridden a distance of more than 200 miles in twenty-four hours. The distance to Boston is about 260 miles over the route which she proposes to follow. She will travel over roads as nearly parallel to the railroad as possible.

MARINE GOLD SCHEME A FRAUD.

Directors Express the Belief that They Have Been Swindled.

NEWBURYPORT, Mass., July 31.—The Directors of the Electrolytic Marine Salts Company held a meeting at the cottage of W. R. Usher, the Treasurer, at Salisbury Beach this evening and issued the following statement to the stockholders:

"The story printed in a New York paper is in the minds of the Directors conclusive evidence of a conspiracy on the part of P. F. Jernegan, General Manager, and C. E. Fisher, Assistant Manager, to defraud the stockholders of the company. They have undoubtedly left the country and disabled the electrical apparatus of plant No. 1.

"As soon as our suspicions were aroused we took the most active measures to apprehend the criminals and protect the interests of the stockholders. A considerable sum of money has already been recovered and there is a good prospect of securing a further large amount. All bills have been paid on presentation and the outstanding liabilities are small; only a small amount of contract work was awarded.

"Touching the secret process of the company, it should be said that it is yet to be ascertained that it fully is lacking in merit. It is the wish of the Directors to meet the stockholders, and a call for such a meeting will soon be issued."

The statement is signed by Arthur B. Ryan, President; William R. Usher, Treasurer; Albert P. Sawyer, Director.

CASTORIA.
Bears the Signature of Chas. H. Fletcher
The Kind You Have Always Bought

DEWEY IS NOT IN DREAD

He Has Not Cabled Washington that the Philippine Insurgents Have Grown Defiant.

MERRITT MEANT NO ALARM

Government Officials Deny Having Received Any Messages to Indicate Apprehension—Nevertheless, Trouble May Ensue at Manila.

WASHINGTON, July 31.—While the Administration does not conceal its fear that Aguinaldo, the leader of the Philippine insurgents, may prove a troublesome factor in the situation there specific denial is made to-day of the statement that a cablegram has been received from Admiral Dewey announcing that the rebel chieftain "has assumed a bold attitude of defiance," and that it "would take a large force from this country to subdue the insurgents."

Adjt. Gen. Corbin said that the War Department had received no communication from Gen. Merritt since he reached Manila further than the brief message which was made public yesterday, announcing his arrival. Gen. Corbin said he did not consider the concluding sentence of Gen. Merritt's message, to the effect that "all troops assigned me will probably be needed" significant of any more serious phase in the situation.

Gen. Merritt has all along insisted on having not less than 20,000 men. Several thousand of these are still at San Francisco, and Gen. Merritt, it is assumed, meant to remind the department that he wanted them all sent along as fast as possible.

Secretary of the Navy Long said that the only message received from Admiral Dewey yesterday was the one which was promptly bulletined at the Navy Department, conveying information of Gen. Merritt's arrival. The Secretary said that there was nothing else in the cablegram, and that it did not represent Aguinaldo as being in a defiant attitude.

Notwithstanding these official denials of the receipt of disquieting news concerning the behavior of the insurgent leader, there is a strongly defined belief in circles usually well informed that the Administration has come into possession of information which leads it to believe that the rebels in the Philippines are going to prove a far more troublesome problem to deal with than the Spaniards. It is regarded as not unlikely that more troops will yet be assigned to Gen. Merritt, in which event some of the regiments now being taken into the service in the Western States under the second call for volunteers may be ordered to San Francisco.

MANILA'S CERTAIN DOOM.

The Governor General Cables His Government that He Cannot Hold the City Without Aid.

MADRID, July 31.—The Governor General of Manila, telegraphing under date of July 25, says that aid is indispensable to resist the imminent attack of the American forces under Gen. Merritt.

The foreign warships in the bay, the dispatch says, answered the salute in honor of the Queen's Saint Day, and the American vessels displayed the Spanish flag.

LONDON, Aug. 1.—A special dispatch from Madrid says:

"The latest dispatches from Captain General Augustin are so desponding about the resources at his disposal that it is surmised the fall of Manila is imminent."

Prince Henry at Fusan.

YOKOHAMA, Aug. 1.—Prince Henry of Prussia has arrived at Fusan, on the southeast coast of Korea, and will visit Japan.

AN ARREST AT CAMP BLACK.

Capt. McClusky Hears that Several Criminals Have Joined the 201st Regiment.

Capt. McClusky, Chief of the Detective Bureau, having heard that a number of criminals had enlisted in the Two Hundred and First Regiment, now at Camp Black, sent five detectives to the camp yesterday afternoon to investigate. The detectives found that one of the inmates of the guard-house was a man known by the name of William H. Hernan. He was taken to Police Headquarters, this city, last night, and locked up as a suspicious person.

The man was a member of Company H. On Saturday night he had led a disturbance in the camp, and was arrested after fighting his captors, one of whom was an officer. He was bound hand and foot, and was to have been tried by a drumhead court-martial. When the detectives explained the case to the officers of the regiment Hernan was turned over at once, and the regiment was lined up in order that the detectives might inspect it to see if they recognized any criminals among its members. No other arrests were made.

The police refuse to give particulars concerning Hernan, except to say that he is an ex-convict.

HEMPSTEAD, L. I., July 31.—This was the quietest day Camp Black has seen since the new regiments began to assemble so far as the soldiers themselves were concerned, but there was a big crowd of visitors. The Long Island Railroad resumed its train service to the camp, and these trains were crowded. The visitors wandered about the camp. Many of the men had passes to go outside the line, and took advantage of this to visit their homes in New York and Brooklyn.

MANY VISITORS AT SEA GIRT.

Rev. Maitland Alexander Preaches at the Camp.

SEA GIRT, July 31.—Two thousand visitors were in camp to-day. There were no drills, but the dress parade was held at 5:30 P. M., as usual. Divine service was held at the Governor's headquarters at 11 A. M. The sermon was preached by the Rev. Maitland Alexander of New York. His theme was "The Righteousness of War." Chaplain McDowell also celebrated mass, and a song service was held by the Young Men's Christian Association.

The Fourth Regiment of Volunteers will engage in rifle practice this week. The stay-at-home members of the State National Guard will shoot after the volunteers. Bird W. Spencer, Inspector General of Rifle Practice, will assume charge of the rifle practice.

The heat yesterday was intense, and nine members of the Fourth Regiment were prostrated. Second Lieut. Walter Edge of Atlantic City was one of the victims. He was taken to the Governor's cottage.

Jacksonville Camps Healthful.

JACKSONVILLE, July 31.—The statements against the health of the troops located here are without foundation. The authorized statement is made by Gen. Lee, commanding the troops here, that he is not only perfectly satisfied with Jacksonville as one of the healthiest spots in the South, as is shown by his official actions, but that the camp is in the best of condition.

OFFICERS IN CUBA ORGANIZE.

"Military Society of Santiago" to Make Medals from Spanish Guns.

SANTIAGO DE CUBA, July 31.—This afternoon many officers from the American regiments outside the village met at the palace for a preliminary discussion of a proposal to found what would be known as "The Military Society of Santiago," the members to be officers in the recent campaign.

The idea is to make commemorative medals from the bronze of the old Spanish guns now at El Morro. A committee of five, including Gens. Lawton, Kent, and Ludlow, was appointed, with instructions to report at the next meeting, which has been fixed for Aug. 7. The project is enthusiastically received. It is regarded as a pleasant remembrance of a hard campaign.

Typhoid at Camp Alger.

WASHINGTON, July 31.—Twenty-two more cases of typhoid fever were removed to the post hospital at Fort Myer for treatment and twenty patients received at the First Division Hospital and classed as suspects is yesterday's record with the disease, which is attacking the troops at Camp Alger. Among those taken to Fort Myer is William Smith, Company E, First New York.

Chickamauga Troops to be Paid.

CHICKAMAUGA PARK, July 31.—Owing to almost continuous rain at the park from 11 A. M. until to-night the day was very disagreeable, and the soldiers remained in quarters. The commanding officers took advantage of this excellent opportunity to muster the regiments preparatory to receiving their Government pay for the month of July, and the result is that to-night practically all the regiments had been mustered. The pay rolls have been made up, and while the Paymasters had not arrived up to this evening, the regiments are expecting their pay this week.

OUR GUNNERS WERE TRAINED.

Remarkable Skill of Our Naval Fighters at Manila and Santiago Accounted for by New Rules.

WASHINGTON, July 31.—As the remarkable gunnery of the United States sailors, exhibited at Manila and Santiago and elsewhere, has attracted the attention of the whole world, with the result of calling forth much speculation as to how this high degree of proficiency has been attained, it is proper to state that this is of comparatively recent development, and is ascribable entirely to the energetic efforts of the Navigation Bureau of the Navy Department, seconded by the hearty co-operation of the commanding officers of our ships.

About a year ago Capt. Crowninshield, Chief of the Navigation Bureau, assisted by Ensign Ward, one of the brightest and most scientific of the younger officers of the navy, began to recast the entire system of gun practice, as it existed in the navy. In their opinion that system, as it had come down from the last war, was not sufficient for the needs of the day. At the beginning it was found that, owing to the restrictions imposed by departmental rules, it was scarcely possible to have gun practice aboard ships more than once a year, instead of once a quarter, as contemplated. Courses had to be laid out and stakeboats placed at angles and records taken, making it extremely difficult to find conditions admitting of the practice.

Capt. Crowninshield at once changed these rules, and impressed upon commanders the importance of gun practice at every opportunity, even where it was not possible to lay a course, in which case barrels or floating targets of any kind might be tossed over as the ships were under way. Moreover, the number of times that target practice must be had was increased to seven annually. Then orders were issued calling for night practice, repelling torpedo boat attacks, &c.

Following this, Capt. Crowninshield turned his attention to the personnel of the gun corps, and induced the Secretary of the Navy to sanction the rating of Gun Captains—a new rating entirely, and one so well paid as to excite the ambition of the men. Under the old system the chief gunners were not chosen for their proficiency in gunnery, but got their stations because they happened to be petty officers, such as Quartermasters or Boatswains, or the like. This system was completely reversed, and sailors were made petty officers because they were good Gun Captains, thus getting rid of a number of inefficient men.

The next step was to instruct the gunners, and they were placed aboard certain vessels set apart solely for that purpose. Thus the Amphitrite was given a crew of these gunners and sent to Port Royal, S. C., for extensive drills. The purpose in selecting this place was to secure a large body of water free from the presence of merchant marine. Being away from large cities both officers and men were able to avoid distraction of attention from their work, which progressed remarkably.

Thus, through careful calculation and hard work, when the war broke out the American Navy had a splendid nucleus for the magnificent corps of seamen gunners which it developed to the surprise of the world.

AT THE HOTELS.

GILSEY—D. W. Kimball, Rochester.

FIFTH AVENUE—J. W. Foster, Washington; L. G. Fisher, Chicago, and the Rev. Hamilton Cady, Warrensburg, Penn.

HOFFMAN—Attorney F. K. Bradford, Baltimore, and B. W. Hale, Memphis.

HOLLAND—W. Elliott Hayes and Robert Allerton, Chicago.

IMPERIAL—Col. B. Baker, San Francisco.

MARLBOROUGH—M. E. Stone, Chicago.

MURRAY HILL—J. S. Runnells, Consul for the Pullman's Palace Car Company, Chicago.

NORMANDIE—Col. L. F. Burpee, Connecticut National Guard.

PARK AVENUE—Horace K. Turner, Cleveland, and G. S. Merwin, New Haven.

SAVOY—W. P. Denegre, Philadelphia, and E. L. Bean, Jr., Fall River.

WALDORF—E. Ramos Maxia, Buenos Ayres, and Judge E. H. Gary, Chicago.

WINDSOR—Chester C. Rumrell and Thomas G. Stevenson, Boston.

ARRIVAL OF BUYERS.

Representatives of Out-of-Town Firms Now in the City.

Porteous & Mitchell, Norwich, Conn.; J. Porteous, cloaks and suits; 57 White Street.

Smith & Murray, Springfield, Mass.; A. Leith, cloaks and suits; 57 White Street.

Schlessinger & Mayer, Chicago, Ill.; J. Mayer, domestics, silks, velvets, linens, white goods, ladies' and infants' wear; 377 Broadway; Hotel Manhattan.

Kahn Bros., Chicago, Ill.; A. W. Kahn, woolens; 52 White Street; Hotel Manhattan.

Field, Marshall, & Co., Chicago, Ill.; C. Cromwell, domestics, hats, and bags; 104 Worth Street; Holland House.

Carson, Pirie, Scott & Co., Chicago, Ill.; F. W. Ambler, shawls; 115 Worth Street; Hotel Manhattan.

Bloom, Cohn & Co., Cincinnati, Ohio; A. Bloom, woolens; J. Cohn, clothing; 49 Worth Street; Hotel Manhattan.

Roberts, John A., & Co., Utica, N. Y.; C. L. Snyder, upholstery goods and furniture; P. M. Hogue, dry goods; Park Avenue Hotel.

Loewenstein, B., & Bros., Memphis, Tenn.; D. J. Kearns, upholstery goods; 51 Leonard Street; Park Avenue Hotel.

Mark's, A., Sons, Amsterdam, N. Y.; C. Mark, cloaks, suits and shoes; Carl Mark, laces, millinery, ladies' and infants' wear; Park Avenue Hotel.

Stern, Lauer, Shohl & Co., Cincinnati, Ohio; C. Shohl, woolens; 49 Worth Street; Hoffman House.

Ederheimer, Stein & Co., Chicago, Ill.; M. Ederheimer, boys' clothing; 49 Worth Street; Hotel Marlborough.

Schloss Brothers & Co., Baltimore, Md.; N. Schloss, woolens; Hoffman House.

Burnham-Hanna-Munger Company, Kansas City, Mo.; W. B. Thomas, piece goods; 43 Leonard Street; Hotel Imperial.

Strauss, H., Louisville, Ky.; P. J. Hoag, domestics and linens; S. Lorth, cloaks and suits; 443 Broadway; Hotel Imperial.

Desbecker, B. & J., Buffalo, N. Y.; D. Desbecker, woolens; Hotel Imperial.

Tootle, Wheeler & Motter, St. Joseph, Mo.; W. C. Powell, manufacturing department; 338 Broadway; Hotel Marlborough.

Fox, G., & Co., Hartford, Conn.; A. Hutter, notions, &c.; 45 Lispenard Street; St. Cloud Hotel.

Horne, Joseph, & Co., Pittsburg, Penn.; J. C. Wasson, fancy goods, &c.; 45 Lispenard Street; Stuart House.

Woodward & Lothrop, Washington, D. C.; J. M. Buzzell, domestics, linens, &c.; 434 Broadway; St. Denis Hotel.

Bass Dry Goods Company, Atlanta, Ga.; B. F. Joel, dress goods, silks, velvets, &c.; St. Denis Hotel.

Blum Brothers, Louisville, Ky.; S. Blum, laces, fancy goods, &c.; Hotel Albert.

Schramm, J. S., Burlington, Ia.; F. E. Schramm, dry goods, &c.; Hotel Albert.

Mandel Brothers, Chicago, Ill.; William Anderson, domestics, &c.; 450 Broome Street; Hotel Albert.

Stevens, Charles A., & Bros, Chicago, Ill.; V. H. Stafford, furnishing goods, &c.; 487 Broadway; Hotel Albert.

The Fair, Chicago, Ill.; C. A. Birkle, carpets, &c.; Hotel Metropole.

YESTERDAY'S FIRES.

(From 12 o'clock Saturday night until 12 o'clock Sunday night.)

3:50 A. M.—51 Delancey Street; Leopold Langer; damage, $10.

12:50 P. M.—45 Jay Street; owner unknown; no damage.

3:00 P. M.—211 Division Street; Frank Smith; damage slight.

6:00 P. M.—2,303 Belmont Avenue; Joseph Bienesser; damage, $10.

6:10 P. M.—Fulton Avenue and Kossuth Street; German Lutheran Church; damage, $25.

7:00 P. M.—1,414 Fourth Avenue; owner unkown; damage slight.

THE AUXILIARY FLEET.

Report that It Is to be Immediately Disbanded Doubted by Capt. Forshew of the New Hampshire.

Rest and quietness reigned yesterday on board the naval militia training ship New Hampshire, lying off East Twenty-eighth Street, after the inspection and parade were over.

There were various reports circulated yesterday in regard to the breaking up of the auxiliary coast-defense fleet, but none of them could be verified on board the New Hampshire, the headquarters of the auxiliary fleet. One of these reports was from Washington, to the effect that the Secretary of the Navy had already begun to retire from active service as many of the ships as could be spared, so as to curtail expenses, and that the Enquirer had been ordered out of commission.

Another report was that Capt. J. R. Bartlett, Chief of the Auxiliary Board of the Coast Defense Fleet, was busy breaking up the fleet, and that the vessels that were now watching the harbors where mines had been planted were to be taken off that duty, and that the men would either be sent back to their naval stations, or would be sent aboard the naval vessels they are now on to Puerto Rico or Key West.

It was also reported that Lieut. Commander Jacob W. Miller, who is in command of this district of the fleet, and Capt. Bartlett had gone on Saturday afternoon to the Narrows to inspect the mine fields previous to breaking up the fleet, and that the harbor was to be opened and lighted yesterday evening, as the Engineers' Department had finished the work of removing the mines from the harbor.

None of the mines that were not exploded was found to be barely injured, and all those that were removed can be used again. Several mines at the Narrows, it was said, had been struck by passing vessels, but were not badly damaged.

Capt. Forshew, who is in command at the New Hampshire, was surprised at these reports, and said that no orders about the breaking up of the fleet or sending the men away had been received by him, and he could not imagine from where the stories emanated. In regard to the report about Capt. Bartlett being busy breaking up the fleet and having gone down to the Narrows with Lieut. Commander Miller on Saturday afternoon, he said:

"I do not see how that could be possible inasmuch as both those gentlemen were up the Sound at that time. The Restless, Elfrida, Eileen, Free Lance, and Huntress came in late on Friday night, and anchored here near the New Hampshire. At 10 o'clock yesterday (Saturday) morning Capt. Bartlett and Lieut. Commander Miller took the ships up the Sound for target practice and boat drill.

"Capt. Bartlett came back yesterday evening on board the Restless, and went directly to Washington, but he gave no orders in regard to disbanding the fleet or sending away the men. Lieut. Commander Miller remained with the fleet, and the Restless, after landing Capt. Bartlett, returned to rejoin the fleet. I believe Capt. Miller is at New London.

"As to the report about putting the Enquirer out of commission, she was sent up to the navy yard to have new boilers put in. In this case, she would be out of commission."

Capt. Forshew was asked whether he would not be likely to have heard of the breaking up of the fleet if such orders had been given.

"I think that I should have heard about it," he replied, "for this is the headquarters; but I have not received any orders whatever, and Capt. Bartlett did not give any either on Saturday morning when he took the fleet up the Sound or in the evening when he went on to Washington."

Capt. Forshew was then asked whether the ship Enquirer had been put permanently out of commission, and he said that inasmuch as she had been sent to the navy yard for repairs he would regard her as only temporarily out of commission.

It was reported last evening that the lighting up of the harbor had been postponed.

LA LUCHA CALLS GARCIA CRAZY.

Havana Paper Scores the Cuban for Leaving Shafter's Army.

HAVANA, July 31.—Advices from Santiago de Cuba report that the insurgent General, Calixto Garcia, "having become disgusted with the Americans, has left for Puerto Principe to present complaint to the so-called Cuban Government. Gen. Garcia, it is said, is willing to dismiss his separatists. The civil elements have met to protest against the orders given by the commander of the American troops. Señor Castillo will take the protest to Washington."

La Lucha, commenting upon the above statements, says: "We do not know what effect the protest will produce on President McKinley and his Cabinet, but we hope it will not prejudice the General who gave the orders, because it cannot be supposed that President McKinley will try to weaken the moral strength of the army chief at the beginning of the campaign, nor even indirectly the military authority so needful to all chiefs to whom is intrusted the war's direction, and who on the ground can better than any one else appreciate the necessary disposition and measures to be dictated. If Señor Castillo is obliged to return after delivering the protest at Washington without obtaining what he was expected to gain by those who protested, as it is believed will happen on account of the arguments advanced and the inopportuneness of the protest of Señor Castillo and others, the situation will be little thought of by the chief of the invading army, and will demonstrate the impatience of the Cuban insurgents, who are not satisfied with the plans of a Government which is accustomed to proceed with mathematical calculation, the same privately as in public life.

"One must be crazy to believe that a regular army sent by one country to another to aid a revolution against a Government legitimately constituted is to be a mere auxiliary to a force of 8,000 or 10,000 armed citizens, who are not recognized by the country that sends its aid even as simple regular war elements, and which has been denied as many times as it has asked to be recognized as a belligerent. The United States has always declared that the Cuban rebels had a right to ask their independence; but it is of no use to think that a powerful and strong country which decides to dispute with its sea and land forces the sovereignty and possession of territory of another country, to which the territory by proper right belongs, would come to Cuba to subordinate its army and General to the chief of irregular forces without military organization."

BIG STAMPEDE IN KLONDIKE.

Eleven Hundred People, Including Some Women, Start in a Grand Rush for a New District.

DAWSON CITY, N. W. T., July 11.—The Canada Gold Commissioner issued a proclamation July 9, declaring the Dominion Hill Creek and Bench claims open for location by all persons holding free miners' licenses. In less than one hour the greatest stampede in the history of the Klondike had started for Dominion Creek, seventy miles away, over hills and marshes. Many women joined the procession.

In two hours 1,100 people had reached the Bonanza Creek ferry, two miles away. The trip will require six days, and will be attended by many hardships. Some of the stampeders have already returned in disgust. The value of the Dominion Bench claims is entirely a matter of conjecture.

Dawson is now overrun with idle men. No work is to be had here or at the mines for any price. The population of Dawson is now estimated at 15,000. Many are living in tents.

Organizing Militia in Alaska.

PORT TOWNSEND, Wash., July 31.—Alaskan advices say that Gov. Brady, who will soon organize militia companies at Juneau, Skaguay, and Sitka, has been notified by the Interior Department that over $7,000 has been set aside by the Government for the equipment of the Alaskan militia.

$200,000 Fire in Escanaba.

ESCANABA, Mich., July 31.—About 7:30 o'clock last evening fire started in Patrick Fogarty's feed store, and driven by a strong northeast wind, spread throughout the block and across the street.

Among the buildings destroyed are Ellsworth drug store, the Soo Line ticket office, Kratz's clothing store, Hoelfeldt's jewelry store, Young's tea store, and O'Marra's bakery.

On the north half of the block Kaufman's sale stable and the Escanaba Bank were badly damaged.

Losses will reach $200,000; insurance about half.

HAS NUEVITAS FALLEN?

Report at Key West that It Was Bombarded, Evacuated, and Burned.

STORY BY CUBANS AT JIBARA

Capture at That Port of Two Schooners by the Nashville—Insurgents in Full Possession of the Town.

KEY WEST, July 31.—Reports have reached here that Nuevitas, on the north coast of the Province of Puerto Principe, Cuba, has been bombarded by the ships of the blockading squadron, evacuated by the Spanish, and subsequently burned. No details are known, and the only information of the affair is that given to Capt. Maynard of the gunboat Nashville by Lieut. Col. Rojas of the insurgent forces at Jibara last Tuesday. Col. Rojas himself had the news at second hand, although he carried private dispatches from Gen. Garcia, which were delivered to the commander of the Nashville.

The only American ships known to have been in the vicinity of Nuevitas lately are the Prairie and Badger. The latter captured three Spanish vessels coming out of Nuevitas Harbor and took them to the Dry Tortugas. All were flying Red Cross flags, but when boarded, were found to contain a number of Spanish soldiers, only three of whom were sick. The Badger is expected here soon.

The Nashville reached Jibara Tuesday, and there captured the schooners Jibara and Expreso. On entering the harbor she was met by the former United States Consular Agent and the President of the railroad line to Holguin. He told the Americans of the evacuation of Jibara two days before by Gen. Luque and his 1,800 Spanish troops, who feared a concerted attack by Americans and Cubans. The Spaniards fled to Holguin by rail, and afterward tore up the tracks. Gen. Luque left in the Jibara Hospital 536 sick and wounded Spanish soldiers, with a request to Admiral Sampson to see that they were cared for properly.

The next day the Cuban forces, consisting of 500 cavalry under Lieut. Col. Rojas and 200 infantry, made a triumphal entry into the town. They were received with acclamations by the Cubans and the town held a festival that day and night.

The insurgents took formal possession, established a police system, and sent out scouting parties, and when the Nashville arrived, the best of order was being maintained. The invaders had, however, neglected the schooners in the harbor, and the American ships took possession of them.

When Ensign Snow left with a prize crew to bring the Gibara here it practically had been determined to raise the American flag over the town. At that time only Red Cross Society and Cuban flags were flying, and there was some fear that dissensions might arise between the Americans and Cubans in consequence of the Garcia-Shafter incident. In such case Capt. Mainard was resolved to seize and hold the place.

On the way to Key West the prize schooner passed an unknown man-of-war, flying no colors, but by her build apparently French. This was about sixty miles off Lobos Key, and the warship was heading to the eastward. She sighted the schooner and turned in her direction, but afterward changed her course again and proceeded.

NUEVITAS AN IMPORTANT CITY.

Noted for Its Harbor and Its Strategical Location.

Nuevitas is a maritime town on the north coast of Cuba. It is 141 miles northwest of Santiago de Cuba. It is the chief seaport of the Province of Puerto Principe, and has one of the best harbors of Cuba. It has been the seat of the naval government of its province.

Its exports are largely mahogany, cedar, and other woods. The population in 1890 was 6,600.

Historically it is of some interest because it is supposed that Columbus landed near there on his first voyage.

Nuevitas has been looked upon in former insurrectionary troubles as a good base of supplies, and much sharp fighting has occurred in the neighborhood.

In 1867, when the railroad between Nuevitas and Puerto Principe was cut by the insurgents, the people of Puerto Principe were in a starving condition and were not relieved until strong reinforcements came from Havana.

THE HAWK GETS A PRIZE.

Captures the Steamer Tabasqueno at Sagua La Grande—Had a Load of Supplies.

KEY WEST, July 31.—The steamship Tabasqueno, flying the French flag, was captured by the Hawk at Sagua la Grande yesterday, and brought here to-day by Ensign Schofield, Cadet Kear, and a prize crew of eight men.

She is a Mexican ship of 800 tons, and was bound from Vera Cruz for Sagua, loaded to the hatches with coal and provisions, and also carried a number of mules. Capt. Androcka was in command, with a crew of twenty-nine.

The Hawk took the steamer without difficulty, and also went into the harbor after a dozen small ships and smacks. Of these all except one escaped by scudding into shoal water, and this one was aground. A small boat was put off to her, with Ensign Schofield and four men, to see if she could be floated, but she was found to be too hard aground.

The Hawk sent a few shells into the wooded growth along the beach, to protect the small boat, and the latter also fired its six-millimeter gun, but there was no response from the shore.

THE SITUATION AT HAVANA.

British and Russian Officers Join Gen. Blanco's Staff to Study War—Good Crops Promised.

HAVANA, July 31.—The British cruiser Talbot, from Jamaica, arrived here on the morning of the 29th, bringing Major George F. Leverson of the British Royal Engineer Corps, who is accredited to the British Consulate and is authorized to serve on Gen. Blanco's staff for the purpose of watching the military operations. On the 30th Major Leverson, accompanied by the British Consul, paid a visit to Gen. Blanco.

Lieut. Pokhrisraff of the Russian Navy, accredited to Gen. Blanco's staff to watch the war operations, has paid a visit to Cardenas, where a dinner was given him by the commanders of the Spanish gunboats Antonio Lopez, Alerta, and Lygeria, and several army officers.

A detachment of Spanish troops has captured at the Farm Flor Ytabo, in Matanzas Province, the well-known insurgent leader, Augustin Cervantes, and the captive is now imprisoned in San Severino Castle. Cervantes came to Cuba at the breaking out of the revolution with an expedition from the United States.

The free kitchens established in Havana for the purpose of feeding the poor of the city have increased in number to twelve, and now daily distribute from five to fifteen hundred rations.

A detachment of local guerrillas, while returning to Placetas after having convoyed an expedition to Guaracabella, were surprised by a number of rebel bands and a fierce combat ensued. The Spanish forces lost eighteen killed and eighteen wounded. The insurgents also suffered severe losses.

The Norwegian steamer Nansen has left Sagua bound for Halifax. She has on board 21,000 bales of leaf tobacco and carried [illegible] passengers.

The weather has improved, and the abundant rains assure great crops of vegetables and grain, especially corn.

Spiritualists' Camp Meeting.

LAKE PLEASANT, Mass., July 31.—The twenty-fifth annual convocation of the New England Spiritualist Camp Association opened to-day with an address of welcome by the President, A. H. Dailey of Brooklyn.

TWO TRANSPORTS ARRIVE

The Concho and the Alamo Bring Sick and Wounded Men Here.

SIX DEATHS ON THE CONCHO

It Seems to be a Mooted Question as to Whether Yellow Fever Exists on Board—Several Tell of Gross Mismanagement.

The arrival of the transports Concho and Alamo, laden with sick from the hospitals of Siboney yesterday morning, gave more emphatic testimony to the sufferings of the United States soldiers at Santiago, and the horror of their environment, than has, perhaps, heretofore reached this country.

On the Concho came Dr. A. Monae Lesser, and his wife, known as Sister Bettina, 18 officers, 157 enlisted men, newspaper correspondents, and passengers, making up a total of 190. Of these, 157 were sick men. Five had died on the voyage, their deaths being due apparently to nothing else than the inadequacy of proper food and facilities for treating them.

From the stories told by Dr. Lesser and officers, "inadequacy" is too weak a term. Ex-Park Commissioner Samuel McMillan, who went to Santiago to bring back his son, Albert C. McMillan, one of the Rough Riders, only to find that he had already been sent North, said there was blundering from beginning to end. Dr. Lesser said that the only food they could give to the patients was of a kind that would make well men sick. It was the coarsest sort of army fare.

Under orders from Gen. Shafter, the Concho was to take on 175 passengers. The number was increased to 190 by civilians who were taken as passengers. Dr. Lesser and his Red Cross staff of eight constituted the only medical force. Everybody apparently supposed that the vessel had proper stores. But there were no medicines, no disinfectants, no ice, no fresh water, no mattresses, little covering. The men, half dressed or less than half dressed, were put between decks to sleep on hard board bunks, where little fresh air could reach them. The conditions were worse than those that broke down the able-bodied departing soldiers for the front before they reached Santiago.

Sailed on July 23.

The Concho got under way on July 23. She reached Hampton Roads four days later with many victims of typhoid, aggravated by seasickness; many suffering from the exhausting malarial fever of the Cuban Coast, and a large number convalescent from the yellow fever hospitals at Siboney. The United States medical officer at Hampton Roads placed the vessel in strict quarantine, and there she remained for three days, except on two occasions, when she was ordered to sea to bury her dead.

Those thus buried were:

JOHN H. KOCH, private Company H, who died of hemorrhage July 27.

FREDERICK SENNER, private Company B, Thirty-third Michigan, who died July 29.

JAMES REEVES, teamster, Sixth Cavalry, who died July 27.

J. McGANN, private Company K, Second Massachusetts.

C. C. LA RIVIERE, Company F, Thirteenth Infantry, died July 27.

Senner died from blood poisoning consequent upon vaccination after recovering from malarial fever.

The Concho was then ordered to New York. Capt. Risk, her commander, on getting the order, said: "Thank God we are going to New York—they will know how to treat us there." His hopes were materially realized when on reaching quarantine early yesterday morning, Health Officer Doty sent off a supply of milk and other fresh provisions.

Those Who Met the Steamer.

Dr. Frank B. Carpenter of the Red Cross met the steamer, and, at the request of Dr. Lesser, telegraphed immediately to the city for three physicians and ten nurses. Two physicians, Drs. J. S. Ferguson and C. J. Mooney, and four women nurses arrived later in the day, and went aboard. Dr. Doty ordered a thorough disinfection of the vessel, and decided that most of the officers and passengers might be landed later, while all but fifty-nine of the others, too ill to be moved, should be taken to Hoffman and Swinbourne Islands.

The only wounded men on board were L. W. Washington, Corporal Company G, Twenty-fourth Infantry, shot in the thigh, and Morgan Simpson, private Company B, Sixth Infantry, shot in the foot.

At 5 P. M. one more death was added to the list. It was that of R. A. McArdle, a victim of typhoid fever. He died after being removed to Swinburne Island. He was twenty years old, and was a member of Company F, Thirteenth Infantry. His body will be incased in a hermetically sealed casket and brought to the city. His home is said to be at First Avenue and Twelfth Street, this city.

It seemed to be a mooted question whether there was yellow fever aboard. The patients generally were said to be suffering from malarial fevers, most of them being convalescent. The quarantine employes said they found the condition between decks revolting.

Emaciated men lay on hard bunks, burning with fever. Some had on only an undershirt or a pair of drawers. The day was spent cleaning out, and that work, in fact, continued late into the night.

Passengers Transferred Here.

At about 10 o'clock last night the Governor Flower went alongside and transferred to the city the following of the Concho's passengers:

Dr. A. M. Lesser, Surgeon in charge, and Mrs. Lesser; Capt. G. S. Young, Red Cross; Capt. J. B. Gee, Thirteenth Infantry; Capt. W. N. Hughes, Thirteenth Infantry; Capt. L. W. S. Stevens, Signal Corps; Capt. J. O. Anderson, Thirty-third Michigan; Capt. Henry Romeyn, United States Army, (retired;) Chaplain L. R. Groves, United States Army; Lieut. R. R. Stogsdall, Fourth Infantry; Lieut. S. P. Lyon, Twenty-fifth Infantry; Lieut. W. S. Volkman, Second Artillery; Lieut. L. W. Welch, Twentieth Infantry; Lieut. J. H. Pound, Thirty-third Michigan; Lieut. C. F. Cook, First District of Columbia Volunteers; Lieut. M. A. Batson, Ninth Cavalry; Capt. J. Betts, steamship Knickerbocker; Charles Swan, discharged stevedore; William Leary, correspondent of The New York Press; Samuel McMillan, former Park Commissioner, New York; H. Billman, correspondent of The Chicago Record; E. Brandenburg, Columbus, Ohio; P. MacQueen, correspondent of The Boston Transcript, and A. Ames, Jr., of Massachusetts.

The remaining officers, Major H. T. Allen, Assistant Adjutant General; Capt. William Paulding, Tenth Infantry; Capt. J. H. Joubert, Ninth Massachusetts; Lieut. J. A. Liesen, Thirty-third Michigan, and all of the Red Cross nurses except Sister Bettina, still remain on the Concho. These nurses are Sisters Minnie Rugal, Isabelle Olm, Annie McCue, Adele Gardiner, Alice Babcock, Grace Petersen, and Mrs. Nuttall.

Ames, who was aboard the Concho, is a son of Gen. Adelbert Ames of Massachusetts, and a grandson of Gen. Benjamin F. Butler. The boy is about seventeen years old. His mother has been having the famous old yacht America fitted out to go to Santiago to be near him.

Dr. Lesser and his staff were almost exhausted from their labors in caring for the sick. The doctor consented, however, to be interviewed. It required no words of his to make it plain that the soldiers on the Concho, as well as those in the field, were grateful to the Red Cross for its ministrations.

Red Cross Staff Exhausted.

The officers aboard passed resolutions expressing their gratitude, and in conversation to a man spoke fervently of the work of Dr. Lesser and his staff as a blessing sent from heaven. Dr. Lesser had no criticism to make involving any officials. He had heard of the criticisms of the Red Cross on the placing of women in field hospitals, but to this his only reply was the producing of a letter from Surgeon Meyer La Garde, in command of the Reserve Division Hospital, Fifth Army Corps, at Siboney, the largest hospital at the scene of war.

In this letter Mayor La Garde commends in eloquent terms the self-sacrificing efforts and effective assistance rendered by the Red Cross in ministering to the sick, and the personal work of Dr. Lesser in the operating room. There were treated at this hospital 1,415 wounded cases. The work of Dr. Lesser, his wife, and four of the Red Cross sisters terminated only when one after the other were stricken with the fever.

"I have no words at my command," writes the Surgeon, "which could in any way express my appreciation of the work of Dr. Lesser and his heroic staff. Had it not been for his assistance, and the quantity of supplies furnished by the Red Cross steamer State of Texas, the sufferings of the hundreds of wounded would have been magnified more than I can now venture to explain."

Surgeon La Garde then says: "In commenting on our lack of supplies, attendants, &c., I desire to state that our unprepared condition to meet the rush of work which came with such surprising rapidity, was due to the military conditions which often transpire in war when blood, suffering, and death seem to be inevitable, or beyond the scope of man to anticipate."

This last sentiment Dr. Lesser said was his own also. The conditions at Siboney were due to circumstances that could hardly have been foreseen. "When I went into the camp," he said, "I found that the hospital supplies were still aboard the transports, and there were no facilities for unloading them. The most highly-colored stories of the state of affairs prevalent there are no exaggeration. There was no ice for twelve days, and when some arrived by the Relief and Solace it lasted but an hour or two.

"To tell you the things which are needed is to tell you the things which they have not, and it is my purpose to do everything in my power to rush to the scene of suffering these specific things: Ice is needed. Cargoes of it should be sent there at once. If possible, an ice-making plant should be sent. Aerated water is needed, and loads of spring water. Some one sent some Highland spring water. It was a godsend. Then there should be sent pajamas, cots, mattresses, blankets, and blue or brown colored tents, with flies.

"Lying in a fever, looking up at a white tent on which the Cuban sun is beating, means agony. Hell itself cannot be worse. The days there are intolerably hot. The nights are colder than they are here, and blankets are necessary."

Starvation for Fever.

In the treatment of yellow fever, Dr. Lesser said he had used the starvation method with the best results. He gives one-half ounce of sulphate of magnesia in four ounces of water every day—no opiates, no stimulants. Only one case thus treated proved fatal. In the many intestinal troubles and in cases of typhoid, dysentery, and patients convalescent from yellow fever, of whom there were about 100 on the Concho, a disobedience of his orders had in large measure been responsible for the more serious cases aboard.

At least three of the deaths had been ascribable to the fact that patients, exciting the sympathy of their neighbors, secured from them a portion of their rations, coarse food, utterly unfit for them. Here the doctor made the statement regarding the bad character of the food, and added: "No ice, no mattresses, and the soldiers starving." The temperature reached in some cases by the patients was 106.8 degrees.

Ex-Park Commissioner McMillan evidenced profound indignation at the manner in which the sick are being provided for, and instanced the fact that the Concho, ordered to bring over 150 sick from Santiago, had no ice aboard, and there was none to be had until she reached Hampton Roads. He said that there were three dead bodies aboard lying uncovered beneath the saloon while the vessel was at Hampton Roads, and that some of the men had to drink brandy before they would consent to wrap them in canvas for burial. The only medicines were a little quinine, camphor, and sulphur. The only food was canned goods and coarse stuff.

Provided with proper nourishment, there need have been no deaths.

Mr. McMillan saw Col. Roosevelt at Santiago, and left $100 with him for the Rough Riders, who were in a pitiable plight. He left also $100 at Hampton Roads for the men who were in the hospital, and credit for more. "The conditions," said he, "are barbarous, and as an American, I am ashamed to speak of them."

All of the other officers who were seen spoke in equally strong terms.

The most seriously ill on the Concho were Capt. Paulding of the Tenth Infantry, suffering with malaria and a complication of kidney troubles, consequent upon a light attack of yellow fever, and Major Ellen, suffering from parotitis, following yellow fever. Besides the member of the Red Cross, there were two men for whom words of unstinted praise were spoken. They were Steward McCowan of the Thirty-fourth Michigan, who assisted in caring for the sick, and Private W. B. Foster, a lawyer, of Chicago, enlisted in Company A, Thirty-third Michigan, who volunteered to take charge of the cooking, and did remarkably well with the poor facilities and material at hand.

Capt. John Betts, master of the transport Knickerbocker, was a passenger by the Concho. He was taken ill on board his ship off Santiago and was invalided home. He is suffering from a complication of diseases.

Most of the officers who came to the city went to the Astor House or the Murray Hill Hotel.

The Concho brought several sacks of mails from Santiago, which will be fumigated under the Health Officer's supervision and forwarded to the General Post Office this morning.

THE TRIP OF THE ALAMO.

George Patterson, a Stevedore, Buried at Sea on the Way North—List of Passengers.

The Alamo, designated as Transport No. 6, which arrived here yesterday, stopped at Hampton Roads on the way north, but was ordered out to sea to bury one of her passengers who had died. This man was George Patterson, a stevedore, who went to Santiago from Galveston and was employed in discharging cargo from the transports. Nothing is known of Patterson beyond the fact that he was a laborer and stevedore about Galveston. He died before arrival at Hampton Roads July 27, and when the United States Marine Hospital Surgeon in charge of the quarantine station came on board he refused permission to take the body ashore for burial, but ordered the Captain to go to sea and dispose of the body.

The ship took on board some provisions and water and proceeded to sea on Saturday, buried the man, and came on to this port. The following is a complete list of the Alamo's passengers:

JAMES BROWN, seaman, steamship Saratoga.
E. W. BINKLEY, Sergeant, Signal Corps.
JAMES CARTER, Company E, Tenth Infantry.
P. J. DOYLE, Company A, Third Infantry.
JAMES DAIRDEN, stevedore.
JOHN FRAZER, Company H, Tenth Infantry.
FRED C. GARDINER, stevedore.
JAMES GALLAGHER, stevedore.
WILLIAM GLASS, Company H, Twenty-fifth Infantry.
J. W. HENGLER, Battery A, Second Artillery.
ALBERT O. HAYEMANN, stevedore.
S. JACKSON, Company G, Fourth Infantry.
SIR BRYAN LEIGHTON.
C. J. LEHMKUHL, Battery A, Second Artillery.
GEORGE F. LYNCH, correspondent London Chronicle.
ANDREW McGUIRE, stevedore.
MAURICE O'CONNOR, Company H, Ninth Infantry.
JOHN PETERSON, stevedore.
JAMES PHAIR, stevedore.
JOHN RAILTON, stevedore.
J. H. SEBENNIS, Company G, Fourth Infantry.
FRANK SUNDERLAND, stevedore.
CHARLES D. SMITH, stevedore.
JOSEPH TAYLOR, Company E, Tenth Infantry.
CHARLES WOOD, stevedore.
STEPPINGS WRIGHT WRIGHT, correspondent of The London Illustrated News.

The soldiers are those who have been sent home on the completion of their service. The stevedores were sent to Santiago to handle the supplies. James Brown of the Saratoga was sent North because of a chronic illness caused by a former injury to his knee. Sir Bryan Leighton, a former Captain of the English Army, went to the front to rough it with the Ninth Cavalry. He is suffering from fever.

Steppings Wright of The London Illustrated News, in a conversation, said:

"It is not proper to speak of hardships, inefficient commissary and hospital service because this is war and all it implies. The operation of the taking of Santiago itself was grand and brilliant. I never saw the like before. Nothing could stand the rushes of those troops, so full of vim and eager desire to dislodge the enemy. But these men should be relieved, as the excitement is over and reaction will set in. The men will lose their stamina when the malarial fever spreads."

Mr. Wright also said: "The shelling of the batteries at the entrance to Santiago Harbor did comparatively little damage. Practically four guns, or possibly six, together with the mines, kept the fleet at bay. The high elevations on which the guns were mounted made it difficult to knock them over, as it was necessary to strike them squarely to dismount them. Two of the large guns were thus disabled. One of the Spanish guns at the Morro was dubbed "Whistling Dick," because the shells could be seen tumbling over and over in their course with a whistling, screaming sound which made men duck their heads, expecting them to explode at any moment, which they sometimes did, but more times did not."

Sergt. E. W. Binkley of the Signal Corps said he was stationed after the surrender at the cable station to see that no one damaged the wires. At the time of the assault on El Caney he was located at the front keeping the telephone service in order. The men on the firing line were suffering for rations, but the refugees who flocked into El Caney were supplied one day with 8,000 rations, the next day with 50,000. "These were promptly sent to the front," said he, "but our boys who were in the trenches were compelled to go without. I do not see why the troops could not be supplied as promptly."

All of the passengers were sent to Hoffman Island, and the steamer was disinfected. She will go to her dock to-day. Sir Bryan Leighton was afterward taken to Swinburne Island. Dr. Doty says some of the men have been ill, apparently with malarial fever, but they are now convalescing.

ARRIVALS ON THE CONCHO.

A List of Non-Commissioned Officers and Men Brought on the Transport.

Following is a list of the sick and wounded non-commissioned officers and privates who arrived here yesterday on the transport Concho:

C. AINSLEY, private, Troop C, Third Cavalry.
CHARLES ALLEN, private, Company F, First Infantry.
WILLIAM ANDERSON, private, Company F, Thirty-fourth Michigan.
G. ANGEVINE, Sergeant, Company B, Thirty-third Michigan.
J. S. ARCHIBALD, private, Company E, Engineers.
L. T. AVERY, private, Battery F, Second Artillery.
G. M. BAYLES, private, Company H, Twenty-fourth Infantry.
S. B. BALL, wagoner, Third Artillery.
SAMUEL B. BELL, wagoner, Troop G, Third Cavalry.
H. G. BENNETT, Corporal, Battery E, First Artillery.
J. H. BODIE, private, Company E, Second Infantry.
J. N. BODICK, private, Company E, Seventh Infantry.
L. L. BOGGS, private, Troop B, First United States Volunteer Cavalry, (Rough Riders.)
W. A. BRANT, musician, Company M, First Illinois.
P. F. BRENNAN, private, Company E, Twelfth Infantry.
JOHN E. BRENNOCK, private, Company B, Sixth Infantry.
WILLIAM P. BROSE, private, Company F, Tenth Infantry.
J. E. BROOKS, private, Company M, First Illinois.
E. N. BROWN, private, Company D, Seventy-first New York.
W. BLOCKER, teamster, Sixth Cavalry.
J. CARPUS, private, Company C, Thirty-third Michigan.
H. E. CASKERY, Corporal, Company H, Twentieth Infantry.
H. H. CASPAR, private, Company F, First Illinois.
S. H. CLARK, private, Company H, Twenty-fourth Infantry.
J. McCONROY, Corporal, Troop A, Second Cavalry.
J. W. CURRIE, private, Company F, Thirty-third Michigan.
DANIEL DANA, private, Company E, Thirty-third Michigan.
THOMAS DAVIS, private, Battery E, First Artillery.
WILLIAM DARDIS, Corporal, Troop F, Second Cavalry.
W. T. DAVIS, teamster, Sixth Cavalry.
GEORGE DE MORE, private, Troop G, Tenth Cavalry.
G. DENMORE, private, Troop G, Tenth Cavalry.
IRA F. DONOHOE, private, Troop C, First Cavalry.
J. J. DUNN, Sergeant, Troop G, Third Cavalry.
W. S. DUNN, private, Ninth Infantry.
ALTON B. DURANT, private, Company A, Seventh Infantry.
F. EMMETT, private, Company K, Thirty-fourth Michigan.
E. G. EVANS, private, Company A, Thirty-third Michigan.
P. FITZPATRICK, private, Company E, Engineers.
T. FINLEY, private, Company E, Thirty-third Michigan.
GEORGE FISHER, private, Troop C, Second Cavalry.
JAMES F. FOLEY, private, Company H, Seventy-first New York.
H. S. FORT, private, Company D, Seventy-first New York.
C. L. FOSTER, teamster.
W. B. FOSTER, private, Company A, Thirty-third Michigan.
SAMUEL W. FOWLER, Corporal, Company C, First Illinois.
J. A. FRANK, private, Company C, Thirteenth Infantry.
J. B. FRICK, private, Company C, Twelfth Infantry.
FRANK FRIES, private, Troop C, First Cavalry.
CHRIST. GALL, private, Company H, Second Infantry.
ALBERT GILBERT, Sergeant, Company L, First Illinois.
H. T. GILLESPIE, private, Hospital Corps, First Illinois.
JOHN GRAY, private, Troop A, Sixth Cavalry.
QUINCY C. GREEN, private, Company C, Twentieth Infantry.
M. GREGORY, private, Company E, Twenty-fourth Infantry.
O. E. GRIFFITH, private, Troop A, Second Cavalry.
GEORGE B. HALL, Quartermaster Sergeant, Company K, Twenty-eighth Massachusetts.
GEORGE D. HALL, private, Signal Corps.
FRED HAND, artificer, Company I, Thirty-third Michigan.
J. B. HANNAH, private, Company H, Twentieth Infantry.
A. HANSEN, private, Company F, Thirteenth Infantry.
T. F. HARBON, private, Company D, First Illinois.
J. HEINBLOCH, wagoner, First Artillery.
G. A. HILL, Corporal, Company D, Ninth Massachusetts.
H. D. HOLLOMAN, private, Troop G, Third Cavalry.
J. W. HUCHENS, private, Company C, Thirty-third Michigan.
JAMES HUDSON, private, Company H, Thirty-third Michigan.
CHARLES JOHNSON, private, Company G, Third Infantry.
M. P. JONES, Corporal, Battery H, Fourth Artillery.
PETER KAUER, private, Battery E, First Artillery.
HARRY KELLOGG, private, Company D, First Illinois.
M. KERBER, private, Company B, Seventh Infantry.
W. P. LADGER, private, Company H, Twenty-fourth Infantry.
O. M. LAIL, private, Company H, Second Infantry.
R. M. LAMBRIX, Company F, Sixteenth Infantry.
C. L. LARSEN, private, Company B, First Infantry.
W. E. LORANGER, private, Company A, Thirty-third Michigan.
RAPIE LOTT, private, Company F, Twentieth Infantry.
R. A. McARDLE, private, Company F, Thirteenth Infantry.
F. McCARTHY, private, Company C, Engineer Corps.
T. McCLOUD, Corporal, Company B, Ninth Infantry.
D. McCOWAN, Hospital Corps, Thirty-third Michigan.
D. N. McMANUS, private, Troop C, Second Cavalry.
J. McNAMARA, private, Company F, Ninth Massachusetts.
S. MARCH, private, Company C, Second Infantry.
P. L. MARTIN, private, Troop C, Second Cavalry.
H. MILLER, private, Company B, Twenty-fourth Infantry.
S. H. MILLER, private, Company M, First Illinois.
H. MINER, private, Company I, Ninth Massachusetts.
WILLIAM MITCHELL, teamster, Third Cavalry.
V. MORGENTHAU, private, Company E, Engineers.
A. MORRILL, private, Troop G, Third Cavalry.
C. S. MORRIS, Quartermaster's Sergeant, Company L, Thirty-third Michigan.
W. MORTON, private, Company H, Twenty-fifth Infantry.
A. G. MURPHIE, private, Company I, Thirty-third Michigan.
J. C. NEWHOUSE, private, Company L, First Illinois.
A. NISSEN, private, Company E, Engineers.
J. NIEMEYER, Sergeant, Troop H, First Cavalry.
LINTON S. PATTERSON, Corporal, Company B, Seventh Infantry.
G. E. PAYTON, Pack Train No. 16.
C. C. PETRIE, private, Company L, Thirty-third Michigan.
J. PRAGER, private, Company H, Twenty-second Infantry.
PATRICK QUINLAN, Sergeant Major, Fourth Infantry.
E. W. RAINES, private, Troop E, First Cavalry.
J. L. REID, teamster, Sixth Cavalry.
W. S. REED, Corporal, Troop C, First Cavalry.
W. W. RINGROSE, private, Company F, Thirteenth Infantry.
V. RICHIE, teamster, Ninth Infantry.
V. E. RITTER, private, Company F, Third Infantry.
WALTER RITCHIE, balloonist, New York.
E. G. PIPER, musician, Ninth Cavalry.
W. H. ROBERTS, private, Company I, Ninth Massachusetts.
PARKE ROBERTS, private, Company A, Sixth Infantry.
JAMES ROUNTREE, private, Company D, Thirteenth Infantry.
A. ROSSENDER, private, Twentieth Infantry.
GEORGE A. ROWLANDSON, private, Company H, Seventy-first New York.
FRED C. SEHN, teamster, Company C, Third Infantry.
H. Y. SENN, teamster, Company B, Third Infantry.
J. D. SEYMOUR, private, Troop H, Second Cavalry.
MORGAN SIMPSON, private, Company B, Sixth Infantry; wounded in foot.
JAMES SISCOE, private, Company B, Thirteenth Infantry.
F. SLACH, private, Company E, Engineers.
M. A. SMITH, private, Company L, Thirty-third Michigan.
J. W. SMITH, private, Company F, Twentieth Infantry.
S. SMITH, private, Company F, Thirty-third Michigan.
W. M. SMITH, private, Company B, Twenty-fourth Infantry.
M. NULL, private, Company H, Twelfth Infantry.
SOLOMON SCOTT, private, Company B, Twenty-fourth Infantry.
XAVIER SPRINGER, private, Company H, Eighth Infantry.
W. M. SUMMER, Sergeant, Company E, Tenth Infantry.
A. SUNGREN, private, Company C, Third Infantry.
JOHN STALLINGS, private, Battery F, Second Artillery.
CHARLES STONE, private, Company C, First Infantry.
S. W. STUBBLEFIELD, private, Company F, Second Infantry.
A. M. STUCKEYN, Corporal, Troop A, Second Cavalry.
A. TAYLOR, private, Company K, First Illinois.
F. J. TITUS, private, Company G, First Infantry.
JOHN TROJAONSKI, private, Troop G, Second Cavalry.
EDWARD TURNER, private, Company E, Thirty-third Michigan.
THEODORE TWYMAN, musician, Troop H, Second Cavalry.
W. WALLACE, teamster, Twentieth Infantry.
L. W. WASHINGTON, Corporal, Company G, Twenty-fourth Infantry; wounded in thigh.
A. N. WALES, Corporal, Company C, First Infantry.
F. WEBSTER, Corporal, Company G, Tenth Infantry.
G. WELLING, private, Company E, Engineer Corps.
S. S. WENTWORTH, private, Battery E, First Artillery.
C. L. WILLIAMS, teamster, Seventh Infantry.
W. B. WILLIAMS, private, Company F, Twenty-first Infantry.
S. WILLIAMS, private, Troop A, Second Cavalry.
CHARLES WILSON, teamster, Sixth Cavalry.
F. J. WRIGHT, musician, Company A, Thirty-third Michigan.
HERMAN YAHNKE, private, Company I, Thirty-fourth Michigan.
A. YELTMAN, private, Troop C, Second Cavalry.
A. ZENN, teamster, Third Infantry.

WOUNDED AT GOVERNORS ISLAND.

Most of the Patients Well on the Way to Recovery.

The 102 patients now in the hospital on Governors Island were generally progressing yesterday and are well on the way to recovery. John Frisard, private in Company B, Ninth Massachusetts, had a high fever, but his condition was not considered serious. Twenty-two of the patients are already well enough for duty, but will probably wait until Gen. Shafter's army goes into camp at Montauk Point or wherever else it may be decided to pitch camp.

Work was rushed on twenty hospital wall tents on Governors Island on Saturday. These tents are roomy, being 14 by 15 feet, and have floors. Each one will accommodate six cots. This work was hurried because there is not room enough in the barracks for eighty additional patients who are expected to arrive from the front in a few days. Requisitions have been made for bedding, dressings, and other supplies that are required for these tents.

Dr. Howard's New Orders.

Assistant Surgeon General Howard, stationed at Governors Island, called at Bellevue Hospital yesterday afternoon, accompanied by his clerk, to visit the wounded soldiers. The clerk arranged for the wounded men's pay. Dr. Howard had received a new order from Surgeon General Sternberg which he showed to Superintendent O'Rourke, to the effect that none of the wounded soldiers shall be released from the hospital until they have been examined by Dr. Howard and have an order for discharge from him. Dr. Howard reports that he found all the men doing well and in good spirits.

Twenty-fourth Infantry's Captains.

WASHINGTON, July 31.—The War Department has corrected a statement made yesterday as to the remarkable casualties among the officers of the Twenty-fourth Infantry. The statement made in connection with the announcement of the death of Capt. Dodge was that every Captain in the regiment, as it existed when it went to Cuba, was now dead. The statement should have been that every Captain of the regiment had been either killed or incapacitated by wounds or disease.

Few Sick at Chickamauga.

CHICKAMAUGA PARK, July 31.—The percentage of sickness at Camp Thomas, notwithstanding there has been rain for a week, continues very low. The report of Major C. M. Drake, Surgeon in charge of the First Division, Third Corps, issued this morning, shows that out of the 12,000 troops in the division there are 228 sick in the hospital. This is less than 1.9 per cent.

Private W. Hallo Dead.

Private William Hallo, Company F, Twentieth United States Infantry, died Saturday night at Swinburne Island. Hallo had been suffering with malarial fever. It is also said that he was sunstruck before leaving Cuba.

THE AMERICAN LINE VESSELS.

No Official Notice that They Are to be Dispensed With.

Regarding the report from Washington that the Government had decided to dispense with the further use of the chartered American Line steamers St. Paul, St. Louis, Paris, (Yale,) and New York, (Harvard,) Clement A. Griscom, Jr., manager of the line, says that he has not been apprised of such intention on the part of the Government.

The contract of the American Line Company with the United States Government allows the Government to end the contract any day, but while Mr. Griscom says he would not be surprised to be notified that the vessels are no longer needed, it is his private and personal opinion that they will not be returned to the company for some time.

The Harvard, now in port, is under orders to join the fleet of transports which is to take troops from Newport News to Puerto Rico.

GEN. WADE OFF TO WASHINGTON.

Commandant at Camp Thomas and His Staff Leave in a Hurry.

CHICKAMAUGA PARK, July 31.—Major Gen. James F. Wade, commanding at Camp Thomas, was ordered to report forthwith to the Secretary of War at Washington. In compliance with the order Gen. Wade and the following members of his staff proceeded immediately to Chattanooga, and left thence at 10 o'clock to-night for Washington: Major W. E. Almy, Assistant Adjutant General; Capt. Lloyd C. Griscom, Assistant Quartermaster, United States Volunteers; Capt. S. J. Cook, Third Commissary of Subsistence, United States Volunteers; Lieut. G. W. Reed and Lieut. J. P. Wade of the Fifth United States Cavalry, aides de camp. Gen. Wade and his staff will reach Washington some time to-morrow afternoon.

Brig. Gen. Royal T. Frank, United States Volunteers, commanding the First Division of the Third Corps, has assumed command at Camp Thomas this evening.

SEEKING A NEW CAMP SITE.

Place in Pennsylvania May Be Chosen for Men at Camp Alger.

MOUNT GRETNA, Penn., July 31.—Col. Moore, Major Heisland, and Dr. Smart, Government Commissioners, accompanied by a party of Pennsylvania Railroad officials to-day inspected the recent camp grounds of the Pennsylvania Volunteers, with a view of locating a permanent camp there. The Commissioners have visited a number of localities which have been suggested as suitable places for the camp of the soldiers now at Camp Alger. A place near Middletown, Penn., was inspected later in the day.

SEVENTY-FIRST MEN ALL HEROES.

"If Ever I Saw Bravery It Was Displayed by This Regiment."

LOUISVILLE, Ky., July 30.—Robert C. Doutaz, a member of Company D, Sixth United States Infantry, who was in all of the first day's fighting at Santiago, arrived at his home to-day on a furlough. He gave an account of the conflict of the American soldiers in the first day's battle at Santiago, and related a number of individual cases of bravery that came under his observation.

"There has been some talk of the Seventy-first New York displaying a yellow streak during the battle; what did you think of their fighting?" was asked.

"Well," replied Mr. Doutaz, "I fought near that regiment, and if ever I have seen bravery at all it was displayed by this regiment. They were exposed to the hottest of the fire, and I did not see one man waver. No, Sir; they fought like lions, and no one who saw them fight can say anything to the contrary."

Adopted the British Flag.

The schooner George W. Whitford came in yesterday with a cargo of cocoanuts from Carn Island, and flying the British flag. She was formerly under the American flag, but when Capt. Lambert, the master of the vessel, was at Turks Island two months ago, he transferred the schooner under the British flag, to prevent her capture by the Spaniards.

Soldiers Sent to Prison for Two Years.

Privates Cornelius Kane and Patrick Reardon of Battery L, Seventh Artillery, who were convicted by general court-martial recently of striking an officer, running the guard, and resisting arrest, have been taken from Willet's Point, where their battery is stationed, to Governors Island, to undergo two years' imprisonment.

CASTORIA.
Bears the Signature of Chas. H. Fletcher
The Kind You Have Always Bought

J. D. SLAYBACK'S FAILURE

Charles Fox Notified of His Appointment as Receiver on Returning to the City.

LONG WALL STREET CAREER

Mr. Slayback's Connection with the Late John Bloodgood and the Vanderbilt House—His Fortune Long Since Lost.

John D. Slayback's failure, which was announced Saturday, is of interest more on account of the associations of Wall Street which it recalls, than for the amount of money involved. Mr. Slayback's large fortune disappeared many years ago, and of late he has been only a modest operator, never having recovered from the blow he sustained through the suspension of John Bloodgood & Co., in which he was junior partner in 1896.

His house at 416 Madison Avenue is closed for the Summer, and he is said to be at New Brunswick, N. J. So far all efforts to get him to appear in supplementary proceedings have been unavailing. He neglected to comply with the summons served upon him, and an order directing him to show cause why he should not be punished for contempt of court is awaiting service when he appears.

Charles Fox, who has been appointed receiver, returned to the city from Connecticut late last night. He said he had just been notified of his appointment, and would not be able to make a statement concerning Mr. Slayback's affairs before to-day. The supplementary proceedings were brought on a judgment for $8,224, obtained by the Gallatin National Bank on June 20, 1897. On July 12, 1898, the judgment was assigned to William S. Maddox, who brings the suit.

Mr. Slayback's Career.

John D. Slayback began his career in Wall Street as a clerk for Stebbins & Bloodgood at $600 a year. Both of these men were prominent brokers before 1860, Mr. Stebbins having joined the Stock Exchange in December, 1851, and Mr. Bloodgoood in July, 1858. The firm had among its customers Daniel Drew, James H. Banker, John Stewart, Jr., Horace F. Clark, Samuel Barger, and Commodore Vanderbilt. The firm was known as the Vanderbilt house. It did a tremendous business and made money so rapidly that Mr. Stebbins retired in 1866 with a fortune.

Mr. Slayback proved so efficient that Mr. Bloodgood took him into partnership on Jan. 1, 1867, when the firm of John Bloodgood & Co. was formed, Mr. Slayback having become a member of the Stock Exchange Dec. 10, 1866. The firm's prosperity was checked in the troubles following Black Friday in the Fall of 1869. It continued without interruption, however, until the panic of 1873 involved John Stewart, Jr., and James H. Banker, who at that time were its principal customers, and whose transactions in the Exchange overtopped in volume those of any other two operators in the market. The firm was crippled by these losses and withdrew gradually from the commission business and engaged in individual speculation.

Mr. Slayback developed into a successful broker, and his fortune at one time was estimated at $2,000,000. He showed good judgment, courage, coolness in adversity, and his personal qualities won him favor everywhere. He made money while Mr. Bloodgood played to large losses, which are said to have exhausted his fortune. He was a reckless speculator, and his losses led him to a point where he could not retrieve himself. He never visited the Exchange, Slayback acting as his agent, but looked after the office. He called on Mr. Slayback to help him. The latter yielded, but the losses went on, and the end did not come until Mr. Slayback's fortune also was lost.

Bloodgood Helped Laidlaw.

Bloodgood came prominently before the public again as the backer of W. R. Laidlaw, Jr., in his suits against Russell Sage. Mr. Laidlaw was in Mr. Sage's employ and present when Henry L. Norcross threw a dynamite bomb at him in his office on the morning of Dec. 5, 1891. Mr. Laidlaw charged that Mr. Sage pulled him between Norcross and himself. Mr. Laidlaw was permanently injured, and Mr. Bloodgood furnished the money to carry on his suit against Mr. Sage in all its various phases. Mr. Bloodgood died Aug. 15, 1896, at New Marlborough, Mass., of heart disease.

About ten days after Mr. Bloodgood's death Lieut. Gianni Bettini, whose wife was a granddaughter and one of the heirs of William Lottimer, a dry goods merchant who died some years before, leaving a valuable estate, charged that Mr. Bloodgood had made away with nearly $2,000,000 of securities which constituted the greater portion of the estate. Mr. Bloodgood was a son-in-law of Mr. Lottimer, and had been one of his executors. When Mr. Lottimer died his fortune was estimated at $3,000,000. A portion of this was in real property, and there were blocks of railroad and other securities.

The executors and trustees under the will were Mr. Lottimer's business partner, Jerome L. Hill, his son-in-law, John Bloodgood, and his son, William A. Lottimer. The business of Mr. Lottimer was wound up immediately after his death, and Jerome L. Hill entered Wall Street. His speculations were unfortunate, and under the temptation to retrieve his losses he removed from a safety deposit vault bonds belonging to the Lottimer estate valued at nearly $300,000. These he hypothecated, using the proceeds in his unlucky ventures.

Hill Was Removed.

When this was discovered application was made to Judge Allen of the Court of Common Pleas, and Hill was removed as an executor, leaving the estate in the hands of John Bloodgood and William A. Lottimer. The latter left everything to his brother-in-law's care. For a year before Mr. Bloodgood's death the heirs did not receive any interest on the securities in his hands, and the income of the estate had shrunk materially.

The sequel to the charges made by Lieut. Bettini was furnished the day after they were given out, by John D. Slayback, who sent notice to the Stock Exchange of the suspension of the firm. There were no contracts out, so no one on the Exchange was involved, but the failure evoked a deal of interest, because of the antecedents of the firm. Mr. Slayback and the Lottimer estate, in fact, were the largest creditors. The firm had been insolvent practically since 1893, and neither of its members had been able to retrieve its fortunes nor his own.

Mr. Slayback has always taken an interest in church work. For thirty years he was Superintendent of the Sunday school of the Washington Square Methodist Episcopal Church. He contributed liberally to that church, and every year sent a substantial check to the New York Conference to assist poorly paid ministers. He is a close friend of the Rev. Dr. James R. Day, Chancellor of Syracuse University, and became one of its Trustees through Dr. Daly's solicitation. His gifts to that university and to the Methodist Church amount altogether, it is said, to a large fortune.

An instance of his generosity was furnished about fifteen years ago in connection with the affairs of W. J. Hutchinson. The two had fallen out over business and were really enemies. Mr. Hutchinson got into trouble on the Exchange and his expulsion was ordered. He had borrowed money on securities not of proper value while Director of a bank. The bank failed and the receiver threatened to sue for the loan. He was at his wits' ends to extricate himself when a friend led him to an office where John D. Slayback previously had been taken.

"Now you two men settle your affairs," said the friend of both and closed the door on them. The result was that Slayback gave Hutchinson from $58,000 to $60,000, sufficient to get him out of his tangle, and to bring suit against the Stock Exchange for expelling him. The court ordered his reinstatement, and he sold his membership immediately.

REVIEW WILL BE ABANDONED.

Sickness at Camp Alger Interferes with Plans.

WASHINGTON, July 31.—The plan for a grand review of the troops at Camp Alger before the President and Cabinet is not likely to be executed. An announcement has been made that the review which was to take place next Saturday would be postponed until the 13th, but the prospect is that this is preliminary to giving it up entirely, owing to the prevalence of sickness and the possible removal of the camp. The latest rumor is that the camp will be moved to Sea Girt, N. J.

APPEAL FOR CANCEROUS POOR.

To the Editor of The New York Times:

I wish to express somewhat fully the needs of the situation I am trying to improve among cancerous women, at least in small numbers. We have already under our care cases which are brought to us by persons of experience, and even of influence, in charitable matters, which cases no one but ourselves will take charge of. Upon these cancerous cases we must expend money, if we are to be of use to them, in a manner by no means extravagant, and yet sometimes considered liberal by such people as are not usually willing to give money to the poor who are out of work, or sick.

We will not apologize for believing that the poor must usually receive some money or its equivalent, as we are not quite the only workers among them who, from experience and real sympathy, are convinced that charity without money is useless and tantalizing. Added to the pangs of cancer are those of hunger, and worry of mind over house rent and starving children, added to the pangs of losing a little child by illness are those inexpressible pangs of unnatural desolation upon finding that doctors and nurses cannot give the medicines needed or the food and air prescribed for more fortunate children. Four infants have been brought to us of late who had not been reached by fresh air funds or any other aid, although the dispensaries and a medical organization of women were cognizant of the cases. We were able to help these sufferers materially, because able to spend a little money on them, and not afraid to do so from some high motive of moral perfection.

The help we can give to serious cases of disease in adults is of the same urgency and efficacy as the help we can give to dying infants. There is a method of assisting a desperate case of pauper sickness in which we do not fully believe—to send them to the Charity Hospital. Genuine affection makes the sudden breaking-up of a home a tragedy that should not take place as a matter of course, but as the very last resort; and this last resort is not reached until the well-to-do refuse to give a few dollars toward a home which the sick mother prays to die in, should death be imminent. The stories we hear, that can be trusted, all pointing eloquently one way, and the stories we could tell ourselves of mechanical indifference shown to terrible cases of disease where some hospitals are in question, prove that kind women who wish to take care of cancerous women in a more considerate manner are inspired by truth and mercy and not by officiousness.

We now have in our tenement home sometimes six, sometimes seven, desperate cases of cancer and poverty. We cannot bear to turn them away, and so we hope for their support by the public with a faith that could not easily be analyzed, yet seems justified. Sometimes I have but a hundred dollars to look to for the support of many persons for two months; but my begging of the general public for aid seldom fails to tide us over all dangers with a safe margin. As we give help to the limit of our resources, we never accumulate a fund for daily expenses. Our household consists of from twelve to fifteen people, besides a number of dependents outside, and many chance calls for food and other necessaries. One of our cases is even a more terrible instance of cancer than one of the same nature in a prominent hospital of the city, the latter case being considered so dangerous to the health of others that the nurses objected to having the door of her private room open on warm days when a breeze is a necessity. We, here, are all closely associated with this more serious case of ours, and fortunately have suffered no harm except the slight debility which comes from unhealthy air. Our patients and their nurses sleep in the same rooms, and no strained regulations are entered into, to prevent infection; but we all suffer from a crowding that is abnormal, yet so much better for these rejected incurables than what their other resources can give, that they cling to us, and we fully pity them.

It is with mournful interest that we read of the discouragements offered to the Red Cross Society in its magnificent proceedings of efficiency and self-sacrifice, upon its vigilant and sensible effort to work for the wounded, in the dire climate and confusion of a tropical region. If the army, with its soul-stirring flag and fascinations of heroism in war, cannot be sure of proper preparation to meet its hour of misery, what can the obnoxious, unwillingly remembered poor expect from an unmilitary class of persons, who have to stir themselves with some difficulty to look into the matter of human destitution and disease? In reading the accounts given in one of the daily papers of high standing, which tell, by the reports of men actually present, of the pathetic agonies which want of vigorous intelligence and vigorous pity inflict upon men who are dying for their country, we seem to read—we nurses in our petty home and circumscribed work—our own humble history.

The greater one now being written with such dignity by the Red Cross sounds familiar. The cross of pauper suffering is as important to consider as the cross of a soldier's pangs, and I trust it will by and by meet the public thought with the same heart-moving rapidity. As Christ often referred to the poor, although he never championed embattled hosts, we should not forget or sneer at the former, and we may safely believe that the effort to succor the wounded in life's struggle is as honorable a mission as that of succoring the wounded in hostile fight. The stern and curt repulse to the Red Cross by those who should have known the truth concerning the army's needs is known to us nurses in our work, given by persons who should have known the needs of the incurable poor; the denial of conditions that really exist (denials made by authoritative persons) are known to us also, and explanations that will not hold water, but have the success of satanic diplomacy are very common.

The Red Cross, in its noble proportions, efficiency, distinction, humiliations, and triumphs, will perhaps have a companion picture, as it were, in the hindered determination of many men and women of the most enlightened class to meet the needs of paupers who are diseased and hungry, concerning whom it is so far declared that all requisite care has long been taken, and no suggestions are gratefully received. May the change of note be sudden on the part of opposing opinion, and the awakening complete! If the Red Cross needs the ladies of the land to carry it to success, so the poor need their most cultivated and enlightened—not their most commonplace or self-interested—sisters to clear away the bungling and débris of ages. The Red Cross is for the hour of battle; the relief of the sick poor is for the hour of present need, and the fears that follow it. The Red Cross is for danger and foul air and hideous wounds, and so is the relief of the sick poor; and there is no homecoming for its nurses, no music and welcome of the populace for its sufferers. But, nevertheless, ask a veteran officer whether he considers war a splendid and inspiring and glorious event, to see and hear, and he will answer "No!" War and pauper disease are equally horrible, and it is at Siboney and New York both, that the hospitals cannot cover the dying who need them.

As unblushingly as a high official of the Red Cross Society would make charitable suggestions to a Surgeon General of the Army, I ask the citizens of New York for a home to be devoted to the city's cancerous incurable poor. Several persons of eminence are interested in securing a large house for a practical demonstration of what I mean; that is, of what has been done in Europe in the same line of charity. The public alone can support adequately the outcome of this small beginning, and to the public we therefore look from the first moment. The kindness of the well-to-do is the balancing force of the suffering of the poor. Let justice, with tremulous earnestness, bring the two forces upon a level, suffering and kindness being at last equal.

I beg that donations for my work, and a larger home, may be sent to any of the following patrons: James R. Taylor, 268 Henry Street, Brooklyn, N. Y.; Theodore B. Starr, 206 Fifth Avenue, New York; J. Warren Greene, 3 Broad Street, New York; John D. Crimmins, 621 Broadway, New York, or to me at my address.

ROSE HAWTHORNE LATHROP.
668 Water Street, New York.

THE MAINE AND PEACE.

To the Editor of The New York Times:

Now that the discussion of the terms of peace with Spain is in order, I think that many Americans will agree with me that the destruction of the battleship Maine is a matter that deserves a prominent place in any negotiations between the two nations.

It is impossible that so grave a matter can be left permanently in the doubtful position which it has occupied since the report of the board of inquiry was made public, and positive action of some sort must sooner or later be taken.

The loss of the Maine does not figure thus far in the present war, but is there any good reason why the terms of peace should not include an agreement on the part of Spain to submit the matter to international arbitration, and in case it be decided that the Government of Spain was responsible, to pay an indemnity and to deal with the guilty parties if they can be discovered?

I hope that THE TIMES will deem this suggestion of sufficient importance to warrant its editorial support.

Bayonne, N. J., July 30, 1898.

The Meriden Co.
SILVERSMITHS,
208 Fifth Avenue,
MADISON SQUARE.

SHIPPING AND FOREIGN MAILS.

Miniature Almanac This Day.

	A. M.		P. M.		A. M.
Sun rises	4:56	Sun sets	7:16	Moon sets	......

High Water This Day.

	A. M.		A. M.		A. M.
S. Hook	6:43	Gov. Isl'd	6:58	H. Gate	8:42
	P. M.		P. M.		P. M.
S. Hook	6:51	Gov. Isl'd	7:12	H. Gate	9:01

Outgoing Steamships.

TO-DAY, (MONDAY,) AUG. 1.

	Mails Close.	Vessels Sails.
British Prince, Pernambuco, &c.	2:00 P. M.	4:00 P. M.
Exeter City, Bristol	....	....

TUESDAY, AUG. 2.

	Mails Close.	Vessels Sails.
Algonquin, Charleston	....	3:00 P. M.
Cevic, Liverpool	....	....
El Mar, New Orleans	....	3:00 P. M.
Linda, La Plata	10:00 A. M.	12:00 M.
Saale, Bremen	11:00 A. M. *12:30 P. M.	2:00 P. M.

WEDNESDAY, AUG. 3.

	Mails Close.	Vessels Sails.
Catania, Mexico	1:00 P. M.	3:00 P. M.
Southwark, Southampton	10:30 A. M.	12:00 M.
Teutonic, Liverpool	9:00 A. M. *10:30 A. M.	12:00 M.

*SUPPLEMENTARY MAILS.—Additional supplementary mails are opened on the piers of the American, English, French, and German steamers and remain open until within ten minutes of the hour of sailing.

TRANSPACIFIC MAILS.

Mails for China and Japan, per steamship Tacoma, (from Tacoma,) close here daily up to Aug. †4 at 6:30 P. M. Mails for Australia, (except those for West Australia, which are forwarded via Europe,) New Zealand, Hawaii, Fiji and Samoan Islands, per steamship Mariposa, (from San Francisco,) close here daily up to Aug. †6 at 7:00 A. M., 11 A. M., and 6:30 P. M., (or on arrival at New York of steamship Etruria with British mails for Australia.) Mails for China, Japan, and Hawaii, per steamship Doric, (from San Francisco,) close here daily up to Aug. 7 at 6:30 P. M.

†Registered mail closes at 6 P. M. previous day.

Incoming Steamships.

TO-DAY, (MONDAY,) AUG. 1.

Hannah M. Bell, Gibraltar, July 13.
Robert Dickinson, Shields, July 17.
Strathairly, Shields, July 17.
Strathesk, Shields, July 18.

TUESDAY, AUG. 2.

Amsterdam, Rotterdam, July 21.
Astrakhan, Shields, July 21.
Nomadic, Liverpool, July 22.

WEDNESDAY, AUG. 3.

Anchoria, Glasgow, July 23.
Dorothea Rickmers, Hamburg, July 21.
El Dorado, New Orleans, July 29.
Koenigin Luise, Bremen, July 23.
Olbers, St. Lucia, July 26.
Polarstiernen, Hamburg, July 21.
Westernland, Antwerp, July 23.

THURSDAY, AUG. 4.

Algiers, New Orleans, July 29.
Ardandearg, Gibraltar, July 22.
Lahn, Bremer, July 26.
Pocahontas, Hamburg, July 22.
Sir Richard Grenville, Hamburg, July 22.

FRIDAY, AUG. 5.

Auguste Victoria, Hamburg, July 28.
Britannic, Liverpool, July 27.
Kansas City, Swansea, July 22.
Palatia, Hamburg, July 24.

Arrived—Sunday, July 31.

SS Advance, Phillips, Colon July 24, with mdse. and passengers to Panama Railroad Steamship Line. Arrived at the Bar at 6:10 P. M.

SS Goldsboro, Townsend, Philadelphia, with mdse. to W. P. Clyde & Co.

SS Algonquin, Platt, Jacksonville July 28 and Charleston 29th, with mdse. and passengers to W. P. Clyde & Co.

SS Aquilija, (Aust.,) Ticao, Trieste, &c., June 20, with mdse. to Hirzel, Feltman & Co. Arrived at the Bar at 6 P. M.

SS Antilia, (Br.,) Montell, Nassau July 27, with mdse. and passengers to F. T. Montell & Sons. Arrived at the Bar at 2:15 P. M.

SS Grenada, (Br.,) McMillan, Trinidad, &c., July 23, with mdse. and passengers to the Trinidad Shipping and Trading Co. Arrived at the Bar at 11:15 A. M.

SS Kansas City, Fisher, Savannah July 28, with mdse. and passengers to Ocean Steamship Co.

SS Nasmyth, (Br.,) Graham, Santos, &c., July 8, with coffee to Busk & Jevons. Arrived at the Bar at 12:30 P. M.

SS Princess Anne, Hulphers, Norfolk, with mdse. and passengers to Old Dominion Steamship Co.

SS Bluefields, Catherine, Norfolk, with mdse. to Old Dominion Steamship Co.

SS La Touraine, (Fr.,) Santelli, Havre July 23, with mdse. and passengers to Compagnie Generale Transatlantique. Arrived at the Bar at 2 A. M.

SS El Mar, Grant, New Orleans 5 ds., with mdse. to J. T. Van Sickle.

SS Darwin, (Br.,) Ball, Santos July 7, with mdse. to order. Arrived at the Bar at 4 A. M.

SS Panama, (Fr.,) Curet, Bordeaux July 16, with mdse. to Funch, Edye & Co. Arrived at the Bar at 4 A. M.

SS Winifreda, (Br.,) Muir, London, July 21, with mdse. and passengers to the New York Shipping Co. Arrived at the Bar at 9:30 P. M. 30th.

SS Amsterdam, (Dutch,) Bakker, Rotterdam July 21, with mdse. and passengers to the Holland-America Line. Anchored outside the Bar at 9:50 P. M.

SS Mannheim, (Ger.,) Ocklemann, Rotterdam July 17, in ballast to Gustavus Heye. Arrived at the Bar at 6:45 A. M.

U. S. battleship Texas, Philip, Santiago July 25.

U. S. transport Alamo, Hix, Santiago July 22 via Hampton Roads 30th.

U. S. transport Concho, Santiago.

WIND—Sandy Hook, N. J., July 31, 9:30 P. M., calm, clear.

Sailed.

SS Madiana, (Br.,) for Barbados, &c.
SS Spartan Prince, (Br.,) for Naples, &c.
SS Europe, (Br.,) for London.
SS Deike Rickmers, (Ger.,) for Stettin, &c.

Notice to Mariners.

PORTLAND HARBOR—MAINE.

Notice is hereby given by the Lighthouse Board that the following-named lights and fog signals in the entrance to this harbor, were re-established July 26, as heretofore: Portland Head; Spring Point Ledge.

(L. H. B. Notice to Mariners No. 45 of 1898.)

This notice affects the "List of Lights and Fog Signals, Atlantic and Gulf Coasts, 1897," Page 26, Nos. 63 and 64, and the "List of Beacons and Buoys First Lighthouse District, 1897," Pages 14, 104, and 105.

Miscellaneous.

FIRE ISLAND, July 31.—Lone Hill Station reports that the brig Providence, from Urava for New Bedford, thirty days out, is off Bridgehampton to-night, short of provisions.

By Cable.

LONDON, July 31.—SS Bremen, (Ger.,) Capt. Reimkasten, (from Bremen,) sld. from Southampton for New York at 8 P. M. to-day.

SS La Navarre, (Fr.,) Capt. Fajolle, from New York for Havre, passed the Lizard at 3:50 A. M. to-day.

SS Prinz Regent Luitpold, (Ger.,) from New York for Bremen, arr. at Southampton at 3:15 A. M. to-day.

SS Etruria, (Br.,) Capt. Ferguson, (from Liverpool,) sld. from Queenstown for New York at 9 A. M. to-day.

SS Cleopatra, (Br.,) Capt. Griffith, (from Hull,) sld. from London for New York yesterday.

SS Ghazee, (Br.,) Capt. Bailey, from New York for Singapore and Yokohama, arr. at Aden to-day.

ESTABLISHED
1848
OLD DEARBORN RYE
O.D.R.

BOTTLED IN BOND
Under supervision of
U. S. Internal Revenue Department,
which guarantees its Age, Purity, and Strength.
For sale by all Leading Dealers.
W. P. Squibb & Co.
Distillers
Lawrenceburgh, Dearborn County, Ind.
FOR SALE IN NEW YORK BY
[illegible]
FOR SALE IN BROOKLYN BY
[illegible]

The Wanamaker Store

The Beginning of the Second

August Sale of Furniture

NINE years ago the first August Sale of Furniture was announced by this firm in another city. It was received with some astonishment. Why make a heavy sale at the dullest time of the year?

The extraordinary success of the movement proved its rationality. It has been repeated in every year since then, and extensively imitated;—although it has never been copied.

Last August we inaugurated the New York succession of these sales, and with instant and extreme success. The second in the chain begins to-day.

The stock of furniture provided for the movement of this year aggregates the astonishing figures of almost exactly

One Half Million of Dollars

This amount of money expended with furniture manufacturers at exactly the dullest time of year effects extraordinary price-results, and is the *rationale* of the movement.

The average saving is one-third
There are many chances to save one-half
There is no price greater than three-fourths of the usual

Every piece offered in this sale is new, bought expressly for this sale, bought only from manufacturers known to be reliable, and are their best productions for their own trade. In the whole immense stock there is not a hastily nor carelessly made piece. All the goods are good, substantial, reliable, excellent, *dignified*. There is no flippant "sale-stuff," made for the purpose, nor damaged goods, nor old goods.

An attempt at rough classification follows. Anything in the nature of exact cataloguing is, in the face of such an immensity, a hopeless task for these columns.

The extent of the stock places a heavy tax upon our storage facilities, and we must therefore announce, that, while every effort will be made to adjust conditions to extreme cases, we *cannot* carry purchases in storage for future delivery.

Bed-Room Suits

Sixty-five samples are shown, representing a stock of 2,500 suits. In Mahogany, Curly Birch, Bird's-eye Maple, Antique Oak, and in Mahogany with marquetrie and hand-carving. Prices begin at $10 for a solid and handsome oak suit, and run up to $175 for the elaborately carved and inlaid mahogany sets. The saving shown in these prices is very material, averaging more than one-third, and in special instances reaching one-half, the lowest regular retail figures.

Dressing Bureaus

In these we shall show one hundred and twenty-five different styles. The space given up to this one assortment is greater than many furniture stores have, all told. These are of course single pieces, chosen with particular reference to the increasing demand for odd, ornate and ornamental bureaus. Prices begin at $5 and run up to $150. A quarter, third and half under usual figures.

Toilet Tables

Fifty styles in these, and over six hundred in stock. The skill and taste of the designer is shown in these perhaps to greater effect than in any other piece we show. As the very altar of the toilette, these tables are, and should be, the best possible combination of artistic grace with practical convenience. All the woods are shown, from oak to mahogany. Prices run from $4.50 to $63. Many are half price, most are one-third less than regular.

Bed-Room Chairs and Rockers

Two hundred styles are shown, and we have never known nor heard of an assortment to equal it. In such a vast extent of variety description is powerless. We can but say that the prices on chairs run from 60c. to $7 each, and on rockers from $1.15 to $9.50, and that the saving generally exceeds one-third.

Couches

We have the frames, and finish to your order in any one of about fifty ways. $9 to $55, with $15 and $20 as popular standards. Very best construction, even in the cheapest.

Chiffonniers

One hundred and fifty styles, representing a stock of more than one thousand. Several hundred of these are to be sold at $3.75,—a really sensational bargain. Of the other styles, 25 are offered at prices under $12. A more complete stock was never shown, nor at such figures.

Sideboards

A very good one, indeed, for $10. That shows something of the use of this sale to you, for the piece is a very good one. There are a hundred other styles, ranging in price from the ten dollar one to one or two styles at $250. The assortment is especially rich in the old Flemish oak finish, and in the finer sorts of "hand-rubbed finish" pieces.

China Closets

Enough in variety to keep you busy a whole morning. Prices from $10 to $175. We earnestly ask your attention to the freshness and novelty of the styles. All new goods (like all the pieces in this sale), and very carefully chosen. Very economically priced. The $10 sort, for example, is of solid oak, highly finished, with glass doors and sides, heavy cornice and shaped legs. There are a few at $12.50 that are the best we ever saw at the price;—wish there were more of them.

Buffets

Twenty-six styles, priced from $7.50 to $75, with a bargain at every step. Oak, in all its finishes, and mahogany, for the most part. Many wholly new designs are shown, and the medium-priced carved mahogany pieces, in colonial styles, will prove especially popular, because they are especially desirable and emphatically cheap.

Iron Bedsteads

In this line we show the largest assortment that has ever been presented in this city. The demand is increasing so enormously that large stocks and wide assortments are imperative.

These goods have suffered, and are suffering, through cheap imitation. These are the good goods, not the imitations, yet are now even cheaper than the latter. All are enameled in white, of best construction and with latest improvement as to springs and attachments. We show this morning fifty styles. Prices from $3.50 to $35.

Brass Bedsteads

We show the complete lines of the four best makers we know,—and as these are practically the only large makers in this country, we show the complete line of American production. A wholly new set of prices, showing marked economies. Forty-seven styles. Prices from $15 to $100. As an example of the economies mentioned, the bedstead at $32 is a $50 one.

Extension Tables

A very important item in all such sales, and well provided for in this. We show seventy-three styles, and the prices are particularly attractive. For instance,—a good, solid oak, highly-finished table, extending to six feet, for $3.50,—to eight feet, at $4.50. These are the lowest priced; the 70 other styles are marked up to $100. Some are half-priced, all are worth a full 50 per cent. more.

Dining Chairs

More than 150 styles in this sale to select from, and a better variety in better goods has never been shown in this city. The assortment includes every wood, every finish, every kind of seat, and every price from 75c. to $3 each. Half and two-thirds prices, some few of the rarer sorts are only a quarter less regular prices.

Parlor Suits

In order to be sure of your satisfaction, we show the frames only, and finish to your order. You are thus certain of getting exactly the colors you wish, and it is no more expensive thus made to order than if you picked from an assortment of finished pieces.

We ask $12 for a three-piece suit in mahogany, finished in damask, and from that price up to $290, for three-piece gold suits, finished in silk. We show about one-hundred styles in frames, and offer unlimited choice of finish in the over-stuffed pieces.

Parlor Tables, and Others

In this paragraph we include a variety so immense that it is impossible to give much idea of it. Besides more than one hundred styles in center tables, there are assortments in Work Tables, Bedroom Tables, Card Tables, Tea Tables, Study Tables, Office Tables, and tables unlimited for more uses, than are mentionable. In each the variety runs well into scores, in some cases into hundreds. There are close to 2,000 pieces in this one division of the stock. Prices run from 75c. to $100,—detail is impossible. A third saving on everything, though, except when it's a half.

Hall Stands

Forty styles shown, priced $5 to $100. The $5 one is a remarkable bargain, and as there are only 200 of them, you must come to-day to get one. Worth coming for;—made of oak, 6 ft. high, 32 inches wide, with a mirror 12x18 inches.

Office Desks and Chairs

These are shown on the fifth floor, to get room for the biggest array you have ever looked over. Ninety styles in desks, $9 to $110. One hundred and ten styles in office chairs, $1.50 to $45. Low prices, all of them,—some are one-half, most are one-third under the usual standards.

JOHN WANAMAKER

Formerly A. T. Stewart & Co., Broadway, 4th ave., 9th and 10th sts.

THE CENTRAL LABOR UNION

Samuel Gompers Opposes Any Semblance to Slave Labor in New Colonies.

WORKINGMEN MUST BE ALERT

He Advises a Thorough Organization for Protection Against a Danger Which Artisans Fear—A Senator's Action Repudiated.

Samuel Gompers, President of the American Federation of Labor, yesterday visited the Central Labor Union. He had come in from Washington, and is going to attend a State convention of the American Federation of Labor in Springfield, Ill.

Mr. Gompers spoke of the eight-hour movement and other labor subjects, and then branched off to the subject of the war with Spain, the annexation of Hawaii, and the proposed annexation of the Philippines. He was listened to with great attention and was frequently applauded, the delegates agreeing with him in his views and expressions of opinion.

"There is a subject on which perhaps I have no right to speak now in connection with labor," said Mr. Gompers, "but as a citizen and also as a workingman I find myself called upon to say something in regard to the developments that may result from the war between the United States and Spain and also of the annexation of Hawaii.

"I shall not go into any criticism of the policy of our Government in regard to the proposed annexation of the Philippines or the annexation of Hawaii, but while the United States will emerge from this war a grander and stronger and more glorious Nation, there are certain things that we workingmen should bear in mind and be very watchful about, and that is the liberty and rights of labor in the colonies that we annex, and the consequences that the treatment of labor there may produce upon the workingmen of these United States. Something is, in fact, going on that must put us all on the alert. With these new acquisitions we have many things to guard against. I see by the published dispatches from Honolulu that President Dole has had conferences with the sugar planters, in which it was suggested to insert in contracts a clause dating them back so as to bring over several thousands of Japanese laborers.

No Semblance of Slavery.

"Hawaii is now annexed, and it devolves upon the American workingman to see that slave labor should not exist there, and that Hawaii should not be used as a half-way house to flood this country with cheap Mongolian labor.

"As to the Philippines, I have nothing to say except with reference to this matter. It should be the assertion of every workingman in this country that neither slavery nor any feature that has the semblance of slavery should exist anywhere under the United States flag. They may annex anything anywhere they like, but the courts have no right to interpret the laws or Constitution in such a manner which will place the laborer on a par with a slave or which will in any manner restrict his liberty. For should they so interpret the laws with regard to laborers in Hawaii and the Philippines, the same interpretations will in time be applied to all the workingmen in the United States. Therefore American workingmen should have sense enough and grit enough to protest against slavery in any form in any place over which float the Stars and Stripes. Nothing is so effective as a thorough organization of the forces of labor, and in order to preserve their rights and liberties workingmen should perfect their organization everywhere."

In regard to the eight-hour movement, Mr. Gompers confined himself mainly to the efforts of the unions for enforcing the eight-hour law on Federal Government works.

"The courts," he said, "interpreted every amendment to the eight-hour law that the unions succeeded in getting passed, so as to nullify its force and meaning. They held that the Government had no control over contractors or sub-contractors while they were doing Government work, and therefore could not compel them to work their men only eight hours.

"During the last session of Congress," continued Mr. Gompers, "the unions introduced a new amendment to the eight-hour law, requiring the Government to insert a clause in its contracts for work, that the contractors and sub-contractors must work their employes only eight hours a day under heavy penalties.

Senators Seemed to Oppose.

"The amendment passed the House of Representatives, but when it went to the Senate and was referred to the proper committee, capitalists who represented $500,000,000 appeared to oppose the bill, and then one of the Senators suddenly said that I had asked to have the bill put off until the next session.

"I was not present before the Senate committee at the time, but afterward I went to the Capitol to see that Senator. Although that gentleman had never before refused to see me, yet on this occasion he sent out to say he was too busy. Later I caught him in the lobby, and when I asked him by what authority he had said that I desired the bill to stand over he replied that he understood that I had said so."

Delegate McCabe of the gold beaters, asked the Central Labor Union to assist his union in enforcing its union label.

"About a year ago," said Delegate McCabe, "the tariff helped out the gold-beating trade wonderfully, and wages were increased all over the country.

"A split, however, occurred in the union, and as soon as the two factions got to fighting each other the employers took advantage of the dissensions and cut wages. The result is that gold beating is now one of the poorest paid of trades. The gold-beating trade, however, is on the eve of great prosperity, and if the Central Labor Union helps us to enforce the use of our union label we shall be able to set our old union on its feet again."

THE CLOAKMAKERS' STRIKE.

Five Hundred Workers May Return to Work To-day.

It was reported yesterday that about 500 of the cloakmakers who struck in the shops of Rubel, Wile & Co. of East Twelfth Street, and of Bauman & Sperling at 832 Broadway, will return to work to-day, but about 1,000 of the men are still out. The union expects this week to make season contracts with the firms of Meyer Jonasson & Co. and of Prince & Wolf, two of the largest cloak manufacturing firms in the city.

The operatives employed by half a dozen large manufacturing firms and in a number of small shops have been holding shop meetings during the past week, and expect to present their demands to their employers during the early part of this week. Should their demands be refused they say they will strike.

Capt. Rob Evans's Message.

From The Baltimore Sun.

An officer of the United States Coast Survey steamer Blake, which sailed from this port Thursday for Yonkers, N. Y., told a characteristic anecdote of Capt. Robley D. Evans of the United States battleship Iowa. While aboard the Blake at Key West, Lieut. Commander Edward D. Taussig, Hydrographic Inspector, went alongside the Iowa, which was lying eight miles off the port. Hailing Capt. Evans, who was leaning against a rope lifeline, which had been substituted for the rails removed in case of action, Mr. Taussig asked if he had any message to send to the department at Washington, as he would leave for there next day. "Tell them for me, Taussig," said the Captain, "that I have a cargo of ammunition on board the Iowa that I am mighty anxious to be allowed to discharge." The reply produced a laugh, which was heartily joined in by a group of bluejackets on the Iowa, who were grouped near the Captain. The message was subsequently delivered, and it was not long after that the cargo of ammunition was being vigorously discharged from the Iowa.

The Department Satisfied.

From The Boston Transcript.

Surgeon General Sternberg has inspected the Seneca, and has satisfied the department, and no more complaints will be made. This calls to mind the story of the Frenchman and his umbrella. It had suddenly disappeared, and after a vain search his landlady said: "I am satisfied somebody has stolen it." Replied the Frenchman, "You may be satisfied, but [illegible]

TERRESTRIAL CORONIUM.

Hitherto Known Only as a Constituent of the Sun—Now First Found in Volcanic Gases.

From The London Times.

Prof. Nasini of Padua, who has been working in conjunction with Signori Anderlini and Salvadori, communicates the following note to the French Academy:

"We have for a considerable time been occupied with an extensive study of the gases emanating from the earth in various parts of Italy with the object of detecting the presence of argon and helium, and possibly of other elements they may contain.

"The first part of this work has already been published (Gas delle terme di Abano, Gazetta Chemica Italiana.) We are now completing the study of the gases of the Solfatara di Pozzuoli, Grotta del Cane, Grotta ammoniacale, and of Vesuvius. In the spectrum of those of Solfatara di Pozzuoli, which contain argon, we have found a sufficiently bright line with the wave length 531.5, corresponding to that of corona 1474K, attributed to coronium, an element not yet discovered, and which should be lighter than hydrogen. This line has never before been observed in earthly products. Besides, we have noted the following lines: 653.5, 595.5, 536.2.

"In the spectrum of the gases gathered from the fumarole of Vesuvius we have observed the lines 769.5, 631.8, 572.5, 536.5, 441.5, and again 595.5. These lines do not all belong to the spectrum of argon or helium; they show a coincidence or proximity only with some unimportant lines of various elements, such as iron, potassium, and titanium. Considering the conditions of our experiments the presence of these elements in the gases we have studied is not probable. The line 572.5 is near to one of nitrogen, but, being the only visible line of the spectrum of this gas, it cannot be attributed to it. Besides coronium we have thus probably other new elements in these gases.

"We are diligently pursuing their investigation."

This is an announcement of the highest interest from a scientific point of view, as at once confirming the results of spectroscopic examination of the sun and adding another proof of the substantial identity of materials in the sun and in the earth. Hitherto nothing has been known of the substance which produces the coronal line 1474K. It has not been observed anywhere in nature except in the corona, its supposed identity with the auroral line having long ago been disproved, although it may possibly be asserted here and there in a text book not written up to date. Coronium would seem, however, to be a substance with a vapor density far smaller than that of hydrogen, which is by far the lightest body with which we are familiar. Some have suggested that it is only one of the elements known to us, modified in some unknown way by conditions differing enormously from those that obtain on this planet. But against this hypothesis has to be set not only its occurrence at a distance from the sun's body estimated at 300,000 miles, where it is difficult to believe that the vapors of the suggested elements can predominate, but also the fact that in the midst of solar disturbances in prominences or near sun spots, when the lines of hydrogen and other known elements are contorted, this coronal line remains sharp, fine, and straight. From these and other considerations it has been held that the green coronal line is due to a permanent component of the solar atmosphere totally distinct from any element known to terrestrial chemistry. That unknown substance appears now to have been found just where, if anywhere on earth, it might be expected—i. e., in the gases from volcanoes or the springs and minerals subject to volcanic action. It will be observed that even with this addition to the list of known elements the lines in the spectra of the volcanic gases cannot be completely accounted for. It is, therefore, probable that coronium will be found to be associated with other gases as yet unnoticed.

FREIGHTS TO CHINA.

Englishmen Discuss Why Rates Are Less from Here than from England.

From The London Times.

The Association of Chambers of Commerce recently memorialized the Board of Trade in reference to the comparative rates of freight from English and American ports to China. This memorial was referred to the Liverpool Steamship Owners' Association for its observations. Mr. Norman Hill, the Secretary, in reply, states that some time back the rate for a particular class of American goods forwarded to Liverpool in transit to a Chinese port was, for the voyage from Liverpool to China, less than the rate quoted for some English goods sent from Liverpool direct to China, the reason being that the American goods weighed less than the English goods. This rate, however, was discontinued when attention was drawn to the fact that it might operate prejudicially to manufacturers in this country. As a result, no American goods of this class were now forwarded to China via Liverpool, as they could be sent from New York direct at a less rate of freight. Mr. Norman Hill states that his association is well aware that the rates of freight from certain ports in the United States to China are at times less than the rates from this country, but he adds that the service maintained between the United States and China is not to be compared with the service maintained between the ports of this country and China, either for regularity or for efficiency. The New York freights are largely controlled by railway competition via San Francisco and Vancouver; and at the present time the railway companies in the United States are quoting for the carriage of carloads of produce from New York and other points in the States, on through bills of lading to Hongkong, the same rates of freight as they are charging for the railway carriage alone to San Francisco. These companies are therefore making absolutely no charge for the over-sea carriage from San Francisco to Hongkong.

Col. Theodore Roosevelt.

From The Rochester Post-Express.

Roosevelt has a war record and a peace record which prove to the satisfaction of public-spirited men that he is, in the best and broadest sense of the term, a patriot. Although still a young man, he has rendered services of the first order to this Commonwealth and to the country at large. As a member of the Legislature, as a National Civil Service Commissioner, as a metropolitan Police Commissioner, he has been a great and wholesome force in behalf of clean, intelligent, progressive government. So, too, his influence as a member of the Republican Party has ever been a salutory influence. He has labored steadily to have his party register the will of the majority rather than the will of the bosses; to have the party managed in accordance with the great principles which inspired its organization and have made it a power for good and not in accordance with the selfish aims of designing men, who are in it for what they can make out of it. Roosevelt's army record is not a long one, but it is lustrous with brave deeds; it serves to confirm the public impression of him as a good, faithful, self-denying public servant, anxious "to spend and be spent" for the common welfare.

That is the sort of candidate that inspires enthusiasm. The young men would rally around Roosevelt with an earnestness born of admiration for his resolute, chivalric character—and when the young men of a party are aroused they are apt to have things their own way. He could be counted upon to poll the full vote of the rank and file, while the bosses, who naturally hate him, since they realize that they cannot use him, would not be able to do his canvass much harm. And for every vote of which they deprived him he would get ten from the ranks of the democracy.

Again we ask, Why not Roosevelt?

A Long-Lost Father Found.

From The St. Louis Globe-Democrat.

MUNCIE, Ind., July 25.—After years of search Luther Hiatt, a young farmer living near Muncie, Ind., has found his father, scarcely ten miles away. They had lived at this short distance from each other for nearly two decades, yet neither knew of the whereabouts of the other. The elder Hiatt and his wife separated when the son was a babe. The mother kept and reared their child. But the father went West. Unknown to his relatives, he returned and settled in Selma, six miles east of Muncie, and there he was found Saturday by his son. It was some time before the elder Hiatt could realize that it was his son who stood before him, believing the young man had died years ago. The story will be made more romantic by the reunion of the father and mother, which, it is believed, the good offices of the son will shortly bring about.

CASTORIA.

Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought

HIGH JINKS IN CHICAGO.

Its Business Men to Celebrate Peace for a Week Incidentally.

From The Chicago Times-Herald.

When the war is over and the news of peace is sent to all the world there will be a grand celebration in Chicago. The National Business League has already begun to plan for the event, and the contemplated programme will fittingly commemorate the close of hostilities. They will call it a National peace festival and will celebrate for more than a week. All the notables of the Nation are to participate in the festivities. The President and his Cabinet, the Diplomatic Corps, army and navy officers, Governors, Mayors, statesmen, and men of prominence from all parts of the country are to add splendor to the scenes of the period. The climax is to come on the last day, and the historians of the future will be constrained to call it the great international peace day.

Those who are responsible for the celebration have promised that the pageantry of these days and nights will be the most imposing in the history of the world. Not that the grandeur of ancient festivals will be reproduced. On the contrary, everything is to be typical of the progress of America from the day when the fathers made immortal the memory of Plymouth Rock to the signing of the treaty of peace between the United States and Spain. It is the purpose of the originators not only to rejoice over the advent of peace, but at the same time to bring together the business men of the country with a view to fostering and extending the commerce of this Nation. During the festival the Advisory Committee of the league will hold its first annual convention.

THE GREATEST CRICKETER.

Mr. W. G. Grace's Career Reviewed Apropos of His Jubilee.

From The London Standard.

Mr. W. G. Grace completes his fiftieth year to-day, and the occasion is to be fittingly celebrated by the commencement of the annual cricket match, at Lord's, between the Gentlemen and the Players. In very few branches of sport can it be said that a certain man is the finest exponent of the game that has lived at any time; but Mr. Grace, by general consent, occupies this position in regard to cricket. It is quite true that there have been more graceful batsmen and more deadly bowlers, but nobody has ever approached him either in his capacity as a run-getting batsman or in his all-round excellence. More extraordinary, however, than the heavy scores he made as a young man is the ease with which he holds his position in the front rank now that he has completed fifty years.

A large proportion of the men at present engaged in first-class cricket were unborn when Mr. Grace was first electrifying the country with his brilliant batting and scarcely less brilliant bowling; but if a side representative of the full strength of England had to be chosen to-day, it is quite certain that he would be the first man selected. In this respect, as in all others, Mr. Grace is the most remarkable man that has ever appeared on the cricket field. Alfred Shaw played several times for Sussex when he was fifty-three years of age, and Mr. Richard Daft, when in his fifty-sixth year, donned flannels in order to assist Nottinghamshire. To go further back, William Lillywhite was nearly fifty-two when he began to play in London, and William Clarke, the famous lob bowler, was approaching fifty when he started his connection with the All-England eleven. But Mr. Grace has been the hardest-working man in the cricket field for the last thirty-five years, and, though he has lost something of his youthful vigor and alertness, he is even now the keenest cricketer of the day. He easily holds his place among his young contemporaries, and only the other day he accomplished a feat to which very few, if any, of them would be equal, by taking seven Essex wickets in an innings at a trifling cost, and then scoring 126 runs from his own bat.

The champion was born at Downend, in Gloucestershire, on July 18, 1848, and he began playing cricket as soon as he could walk. No doubt he owes his pre-eminence mainly to his own patience and industry, but he had the advantage of being taught by his father and his uncle, who were both passionately devoted to the national pastime, while his three elder brothers were all capable batsmen. In his sixteenth year he played for the All-England eleven on one occasion, and in the same year he made 170 and 56 for the South Wales Club against the Gentlemen of Sussex. He assisted the Gentlemen against the Players at Lord's and the Oval in 1865, and in the following year, just after completing his eighteenth year, he scored 224 for England against Surrey. At the close of the season of 1866 he was at the head of the batting averages, and, except in 1867, 1875, and 1878, he held the same position down to 1880. Ever since that time he has always been in the front rank. In May, 1895, he made 1,016 runs for nine completed innings, or an average of 112 per inning, and at the end of the season he was only fractionally below Mr. McLaren at the head of the batting averages. In 1896 he was fifth, with an average of 42, and last year he had a record of very nearly 40 runs per inning. Altogether, the total number of runs he has made in first-class cricket falls very little short of 50,000—an aggregate which, it is needless to say, no other cricketer of any time has ever approached. In the Gentlemen and Players' matches, he has fifteen times played a three-figure inning, and in 1870, 1872, and 1873, he accomplished this exceptional performance, both at Lord's and the Oval. To show the distance at which Mr. Grace stands from all other batsmen, it may be mentioned that Arthur Shrewsbury is the only man besides himself who has more than twice reached three figures in the Gentlemen and Players' matches, and he has done it only four times. When Mr. Grace played for the Gentlemen in 1865, they scored their first victory since 1853; but, chiefly owing to his batting and bowling they did not lose again, except for one match in 1866, until 1874. But the champion is more than a batsman. He has been magnificent in the field, and in bowling he has taken nearly 3,000 wickets in first-class cricket. He deserves all the honor that can be paid to him at cricket, and he is certain of an enthusiastic reception at Lord's to-day.

The Latest Victim in the Alps.

From The Philadelphia Ledger.

News of the sudden death of Howard N. Riegel of this city has been received by cable from Rome. Mr. Riegel on July 12 started from Courmayeur to make the ascent of Mont Blanc without a guide. Six days later his body was found at a height of 2,970 meters. His identity was established by a memorandum book, in which his name was written. He had evidently been dead several days. He was a member of a prominent Philadelphia family, and was in his twenty-third year. He was the son of Josiah Riegel. Josiah Riegel died in 1881, leaving a fortune to his widow, son, and daughter, and about ten years ago they went to Europe to travel and reside, although they have made frequent trips back to this city. John E. Holmes, whose wife is a cousin of the deceased, said that Mr. Riegel had successfully performed the feat of ascending Mont Blanc without a guide at least three times, and that he was in the habit of traveling in the Alps without a guide.

Rapid Growth of Salmon.

From The Portland Oregonian.

The number of marked salmon captured this season is much larger than is generally known. They were hatched in the Fall of 1895, and after being marked by cutting off the adipose fin, were turned into the rivers in the Spring of 1896. The fact of their capture proves that some of the salmon at least return to the river where they were hatched in less than four years, the time in which scientific men who have made a study of this matter say that it takes the salmon to mature. As the marked fish were turned out in the Spring of 1896, those caught this season have been at large only a little over two years. The first one caught weighed only ten pounds, but the most of those caught since weigh over twenty pounds, and one weighed fifty-seven pounds. It seems almost incredible that a salmon should grow to this size in less than two years and a half, but there can be no doubt that the marked fish caught are some of those which were turned out in the Spring of 1896.

Democrats Rule Ohio's Legislature.

From The Chicago Times-Herald.

Ten Republican members of the Ohio House of Representatives and one Republican Senator have been appointed to Federal positions since the Legislature adjourned. As the Constitution of the State provides that no one who holds a Federal office can hold a seat in the General Assembly these persons are no longer legislators, although only one of them has resigned. The Republican State Committee has asked Gov. Bushnell to call a special session of the Legislature to enact a soldiers' voting law, but the withdrawal of these members gives the Democrats control of both branches, and so it is probable no special session will be called.

A FIGHTING FAMILY.

Its Many Members Who Have Served in the British Army.

From The Boston Post.

That the English soldiery has kept a watchful eye on the doings of our boys in blue at the front is demonstrated by the following letter, which was received by Mrs. Robert Tutt of Jamaica Plain. The writer, George Tutt, is a gunner in the British Royal Artillery, and is stationed at Tynemouth Castle, Northumberland, England, and judging from the tone of his letter, the soldiers of her Majesty's service are with us in sympathy.

In a letter written a few weeks ago Gunner Tutt described how the soldiers at Tynemouth and other places he had heard from had expressed a wish that they could lend America a helping hand. He said the English officers and privates were loud in their praises of the gallant charges made by the American forces in Cuba, and in summing up the comparisons, stated that the United States soldiers were on an equal footing with the best trained English regiments. In the letter just received Gunner Tutt said, in part:

"You say that America is bound to win the war with Spain. I should like to see the Americans win, but I tell you they want two or three batteries of our heavy artillery out there in Cuba, and Cuba would soon know where she is.

"All the boys stationed at Tynemouth have been singing a battle cry ever since the American forces landed in Cuba, and while it is not as significant as 'Remember the Maine!' yet it has its own individuality. Here it is:

> "There is room for one more star,
> No matter where we are.
> Spain is flat—
> We all know that—for
> There's room for one more star."

Mr. Robert Tutt, who lives at the present time in Jamaica Plain, served in the British Army during the war in the Soudan, and has a Victoria Cross for bravery and a medal for gallant conduct on the field of action.

Mrs. Tutt has two sons and six brothers in the English Army. Her first husband served with the Thirteenth Light Dragoons in the Sepoy rebellion, and was with that gallant body when they rescued Gen. Havelock's forces at Lucknow. Her father was with the Ninety-third Highlanders during the Crimean war, and there is nobody in Boston who is more desirous for the success of America than this woman.

In her home at Jamaica Plain the American and English flags are strung side by side, and they will remain in that position until all signs of strife have ceased.

DONOVAN'S SEA MONSTERS.

His Officers and Crew Testify that His Story Is True.

From The Mobile (Ala.) Register.

It seems that we will have to admit that there are serpents in the sea. The statement of Capt. Joseph Donovan of the British steamship Selma, backed by the signed statement of his officers, his helmsman, and several other members of his crew, cannot well be discredited. According to the captain, he saw the serpent on July 8, while his ship was in the Sargasso Sea, that portion of the North Atlantic Ocean where a continued calm prevails, and where the waters have so little current that a great mass of seaweed and other vegetable growth has gathered. It is possible that animals not found elsewhere on the globe have survived in that little-visited and never-disturbed portion of the sea.

Capt. Donovan's story is precise. He was 300 miles southeast of the Bermudas, the day was perfectly clear, and the sea was like glass. The mate saw a strange object off the port bow, and the captain examined it with his glasses. It was about 500 yards distant, moving in a course parallel with that of the ship and at about the same speed as the ship. It had a body about forty feet long, a large head with a long bill, and blew water from its mouth like a man when swimming. When the ship was steered in the direction of the monster it humped its back and disappeared. It had an immense fin, and a shaggy mane.

A few minutes later his helmsman called attention to another serpent of the same general appearance as the first, but over 200 feet long, this one being about fifty yards in front, across the bow of the ship. This monster appeared frightened, and in swimming it rolled up a mass of water in front of it to the height of six feet. This serpent also had a large fin. Still a third was seen a moment later, close to the ship—a smaller serpent, ten or twelve feet in length, and with a fin like the others, and, as also could be seen, with four large flippers, two on a side. The Captain adds that he had often heard of sea monsters, but never before had given the stories credit, but now he is convinced that sea serpents exist and that he has seen some of the largest of the species.

The statement of the officers and crew is as follows:

Steamship Selma, Mobile, July 28, 1898.—We, the undersigned officers and crew of the steamship Selma, hereby testify that Capt. Donovan's statement is perfectly true, as we saw the monsters as well as he did.

(Signed) E. Bowles, Chief Officer; George Henderson, Second Officer; Jas. Bucanan Gordon, Chief Engineer; J. William Cooper; H. Hughes, boatswain; H. Brown, A. B.; G. Taylor, A. B., (man at the wheel;) H. Brownshill, A. B.; John Hoffman, (cook.)

Witness to signatures, Thos. Morgan, Steward.

The most important feature of the matter is that the description given by Capt. Donovan fits very closely the descriptions given by naturalists of amphibious animals of the pliosaurus genus, the bones of which have been found in England, and which are reported by all authorities as extinct.

New England Secretaries of the Navy.

From The Boston Journal.

New England has furnished the Secretary of the Navy in each of the three wars in which the American Navy has borne a conspicuous part. Benjamin W. Crowninshield was Secretary during the war of 1812. Gideon Welles of Connecticut was the official head of the department through the rebellion. John D. Long of Massachusetts will go down to history as the man under whose administration the American Navy saw its most glorious days. Massachusetts has a right to be proud of the man whom she has given to the war Cabinet, for, without disparagement to any other, Secretary Long may be rightfully called the most efficient in his place of any of the President's official family. He has risen to the full height of his opportunities; his vision has expanded as the unfolding panorama of war has opened up new vistas, and he has displayed a luminous intelligence in the conduct of the war which has been the source of unfailing wonder to those who were familiar only with his kindliness of heart and his love for peace. Until war came Secretary Long prayed that it might be averted. The moment war became a fact he sprang forward to the responsibilities it imposed upon him with a courage and a confidence which were an inspiration.

Where the Fault Lies.

From The Philadelphia Record.

There is little doubt, after all, that most of the cases of insufficient rations that are charged to corruption are due to the ignorance, incapacity, and inexperience of the men who have been crowded into the positions of Assistant Commissaries of Subsistence. When the army laws made ample provisions for Commissaries, Quartermasters, and Paymasters, politicians eagerly availed themselves of their influence at the War Department to put their sons and nephews into these offices at the expense of the military service of the country. With this ignorance and incapacity some corruption has also crept into branches of the service which require men of business capacity and integrity for their successful management. Some of the objects of favoritism have since resigned; but the reports from Santiago, as well as from the various camps of the army, indicate that a great deal of weeding out is still needed in the Commissary Department.

Washington Should Know This.

From The London Chronicle.

The people of the United States are always endeavoring to beat all records, and their Post Office authorities have undoubtedly done so in a maner so unexpected that it is safe to say it will not be emulated anywhere else. For reasons of economy the department has discontinued the mail service across the Rainy River, at Koochiching, Minn., so that a letter posted there for Fort Frances, half a mile away on the Canadian side of the river, has now to travel 1,250 miles and to take eight days in order to reach its destination. A half-breed used to carry the mail across the river in a bark canoe, but now it goes 150 miles by stage and 100 miles by rail to Duluth, 500 miles west and north to Winnipeg, 200 more miles by rail, and 200 more by steamer and canoe before it reaches the village.

YEAR OF GREAT EXPORTS

While Exportations Were Largely Increased, Imports Showed a Decrease for Fiscal Year.

FOOD PRODUCTS SENT ABROAD

What We Bought of Other Countries and What We Sold to Them—Tables Showing Our Trade with Foreign Powers.

WASHINGTON, July 31.—The story of the foreign commerce of the United States in the year of her greatest exports has just been completed by the Bureau of Statistics in its monthly "Summary of Finance and Commerce," which presents the details of the imports and exports in the fiscal year ended June 30, 1898.

It shows that the exports to all parts of the world increased both in manufactures and products of agriculture, and that while there was a great falling off in imports, the reduction was almost exclusively in manufactured articles and food products. Manufactured articles ready for consumption fell from $184,875,126 in 1897, and $145,274,089 in 1896, to $82,570,687 in 1898; articles of food and live animals fell from $245,166,197 in 1897 and $237,025,045 in 1896, to $181,480,011 in 1898, while "articles of voluntary use, luxury, &c.," fell from $83,098,970 in 1897 and $98,323,154 in 1896, to $77,452,561 in 1898.

On the other hand, articles required by the manufacturers and classified as "articles in a crude condition for use in manufacturing," of which the 1897 imports were $214,916,625, and those of 1896 $209,368,717, amounted in 1898 to $204,543,917, forming in 1898 over 33 per cent. of the total importations, while in 1897 they were but 28 per cent., and in 1896 27 per cent. of the total imports, showing a large relative increase in the proportion which these articles used in the domestic industries bore to the total importations. Manufactured articles for use in the mechanic arts formed in 1898 about the same percentage of the imports that they did in 1896 and 1897.

The exportations of manufactures, which amounted to $288,871,449 in 1898, exceeded those of 1897 by $11,586,058, and those of 1896 by $60,300,271; while the products of agriculture exported amounted to $854,627,929 in 1898, against $683,471,131 in 1897 and $569,879,297 in 1896, the chief increase in agricultural exportations being in breadstuffs.

The exportations of the year increased $180,336,694, and the importations of the year decreased $148,725,253, the comparison being made in each case with the preceding fiscal year 1897.

To Europe the exportations increased $160,313,645, while the importations from Europe decreased $124,100,391. To North American countries the exportations increased $14,676,828, while the importations from the North American countries decreased $14,752,130. To South America the exportations increased but $53,325, while the importations from South American countries decreased $15,295,379. To Asia the exportations increased $5,549,363, while the importations from Asia also increased $5,300,440, Asia and Oceanica being the only grand divisions from which we increased our purchases during the year.

Our Imports and Exports.

The following table shows the total exports and imports by the grand divisions in the fiscal year 1898 compared, with the preceding year:

Imports From	1897.	1898.
Europe	$430,192,205	$306,091,814
North America	105,924,053	91,171,923
South America	107,889,405	92,093,526
Asia	87,294,597	92,595,037
Oceanica	24,400,439	26,859,220
Africa	9,529,713	7,193,639
	$764,730,412	$616,005,159
Exports To	**1897.**	**1898.**
Europe	$813,385,644	$973,699,289
North America	124,958,461	139,635,289
South America	33,768,646	33,821,971
Asia	39,274,905	44,824,268
Oceanica	22,652,778	21,991,381
Africa	16,953,127	17,857,752
	$1,050,993,556	$1,231,329,950

The increase of exports was, as already indicated, in manufactured articles and articles of food, while naturally the decrease in imports was in precisely the same classes of articles. Chemicals, chinaware, glassware, manufactures of cotton, iron, and steel, leather, silk, wool, wood, and fibre all show a decrease in importations compared with 1897 and 1893, while in breadstuffs, provisions, fish, fruits, wines, sugar, tea, and coffee there was also a marked decrease in the importations. On the other hand, in articles required by manufacturers for use in manufacturing there was an increase in nearly every case over both 1897 and 1896, the chief exception being in wool, of which the importations in 1897 were unusually large.

Importations by Class.

The following table shows the importations of all general classes of articles which exceed $5,000,000 in value, comparing the importations of the fiscal year 1898 with those of 1897 and 1896:

IMPORTS.—MANUFACTURES.	1896.	1897.	1898.
Chemicals, drugs, &c.	$48,310,866	$44,948,752	$41,470,711
Cotton manufactures	32,487,504	34,429,363	27,266,932
Earthen and china ware	10,605,861	9,977,297	6,686,220
Fibres, manufactures of	27,119,640	32,546,867	21,899,714
Glassware	7,485,792	5,509,626	3,669,919
Iron and steel manufactures	25,338,108	16,094,557	12,615,913
Leather and manufactures of	13,460,142	13,283,151	11,414,118
Oils (all)	5,493,348	5,594,111	5,197,886
Silk, manufactures of	26,652,768	25,199,067	23,523,110
Wood and manufactures of	20,567,967	20,543,810	13,858,582
Wool, manufactures of	53,494,400	49,162,992	14,823,768
ARTICLES USED IN MANUFACTURING.			
Cotton, unmanufactured	$6,578,212	$5,884,202	$5,019,503
Fibres, unmanufactured	12,870,694	12,336,418	13,446,186
Hides and skins	30,529,177	27,863,026	37,068,832
India rubber	16,781,533	17,558,163	25,545,391
Silk, unmanufactured	26,763,428	18,918,283	32,110,066
Tobacco, unmanufactured	16,503,130	9,584,155	7,488,605
Wool	32,451,242	53,243,191	16,783,692
ARTICLES FOR CONSUMPTION.			
Coffee	$84,793,124	$81,544,384	$65,067,561
Fish (all)	6,823,299	6,103,714	5,984,980
Fruits and nuts	19,082,439	17,126,932	14,566,874
Sugar	89,219,773	99,066,181	60,472,703
Tea	12,704,440	14,835,862	10,054,005
Wines, spirits, and malt liquors	11,849,715	12,272,872	9,805,504

Rousseau's Hermitage in Danger.

From The Pall Mall Gazette.

Literary people are deeply concerned with the approaching demolition of Rousseau's Hermitage at Montmorency. The estate on which it stands has recently been acquired by a wealthy nobleman of foreign extraction, but of undeniable lineage, and as the Hermitage interferes with the view from the windows of his château, he has given orders to the local builder to pull it down. When the local antiquary called upon the new lord of the manor to protest against this act of vandalism, the reply he received was: "Rousseau! il m'est bien égal!" In other words, "A fig for Rousseau!" The Hermitage, which is a ruin, and, indeed, an ugly one at that, skirts the lovely oak forest of Montmorency, and it was there that Rousseau wrote his "Nouvelle Heloïse," being at that time the lover of Mme. la Comtesse d'Epinay, to whom the property belonged. After quarreling with Mme. d'Epinay, he left her her suddenly to reside in the village, lower down the lovely, forest-grown hill of Montmorency, and subsequently fled to Switzerland. Still, he was the tenant of the Hermitage for two years. Grétry, the composer, also lived for a time in the Hermitage, so it is replete with souvenirs of great intellects. Its new proprietor, however, declines to be moved from his purpose of destruction, and the Hermitage must go.

A Captured Spanish Flag.

A private of the Thirteenth United States Infantry sent a letter, written in the form of a diary, from in front of Santiago de Cuba to his uncle, in Florence, S. C. One part of it reads:

"July 6—Flag of truce still flying. Horrible odor of dead bodies. Mr. Agnew, Company H, Thirteenth Regiment, captured Spanish flag. Men said it was a Jonah, tore it to rags, and cleaned guns with it. Kent made us hunt for pieces, saying flag would have made him rich."

BROAD-MINDED MEN OF TEXAS.

Pioneers of the Lone Star State, with Rare Forethought, Laid Its Foundations Well and Strong.

The Hon. A. W. Terrill of Austin, Texas, spoke as follows in the address he delivered before the students of the Texas University at the recent commencement, as reported by The Galveston News:

Forty-two years ago I listened to the first speech ever made on this university hill. The speaker was Gen. Sam Houston. He spoke under the shelter of forest trees on the spot now occupied by this building, and to an audience largely composed of the frontier rangers who had aided to establish independence. He urged that the lands which had been won by American valor should be kept as a heritage for that race which, above all others, best understood how to win and preserve free institutions. Even then he apprehended civil war, which he deprecated with fervent eloquence. Much that he predicted has passed into history. It was my good fortune when a young man to know the illustrious speaker, and to have enjoyed his friendship. He died during our civil war, with the firm conviction that domestic slavery would be abolished, and that the Union would be preserved; but that following the restoration of peace dangerous political and economic problems would be evolved by the influx of foreign immigrants, the displacement of our labor system, and the centralization of power incident to the war, the solution of which no man could foresee.

Free Homes.

Security in the individual ownership of land, and the enjoyment of its uses, free from military or Church control, were the great factors in precipitating the Texas revolution of 1836. On the 3d of November, 1835, fifty-four degates of the people met in the town of San Felipe for consultation, in a rude cabin, scarce large enough to accommodate them, and there proclaimed a provisional Government. They did not then announce their independence, but protested against Mexican centralization of power. They proceeded to organize an army, and, being destitute of credit, offered to every soldier one mile square, or 640 acres of land. Among the first acts was to order all Land Commissioners, empresarios, and surveyors to cease their operations in locating land until tranquillity was restored and they then solemnly proclaimed that large grants of land made by the States of Coahuila and Texas were null and void.

The Mexican General, Cos, having been captured in San Antonio, with his army of 1,400 men, by 400 Texas frontiersmen, armed only with hunting rifles, the deputies of the people again assembled at Washington, on the Brazos, where they formally proclaimed their independence, after reciting their grievances. Never did a convention meet under more desperate surroundings. At that very time Travis and Bowie were holding in check, with the forlorn hope, the armed strength of Mexico, to be immolated at the Alamo, four days after the convention met, not one surviving, but after slaying four times their number. The convention knew its danger, and knew that even then its women and children were fleeing from the Guadelupe to the Colorado, protected only by the skeleton of a retreating army, under Houston, which was destitute of artillery, and with no other ordnance stores than their powder horns and rifles. At night the fugitives could see the conflagration of their abandoned homes, fired by a ruthless enemy.

Thus situated, the convention, in declaring their independence, announced to the world that they were offered the cruel alternative of abandoning their homes and lands, acquired by many privations, or submitting to the most intolerable of all tyranny, the combined despotism of the sword and the priesthood.

Land Ownership.

While Santa Anna was burning the homes of the people, the Constitution was, on the 17th of March, 1836, signed and promulgated. After wisely balancing the authority of public servants in the distribution of power so as to secure the general welfare and the administration of justice, that Constitution declared that no alien should hold land except under title emanating direct from the Government, and that every man in the republic should have 1,500 acres of land, which should be forfeited if he left the country to avoid the conflict. They solemnly forbade all new contracts for colonizing Texas by bestowing land on any company for that purpose, and forbade legislative relief to existing companies. They ordered that the Land Office should be closed until peace was restored, and denounced as fraudulent a large land grant made by the former Government to one Gen. John S. Mason of New York in 1834. They also declared null and void all locations of land and titles thereto made for speculation during the five preceding months, when the people of Texas were absent from home, serving under Austin, Frank Johnson, and Burleson, in the campaign against Cos. All this was announced while their homes were burning.

It sounds more like fiction than history when it is told that less than 6,000 men challenged to the arbitrament of arms a republic containing 8,000,000 people, not only to secure their homes and title to lands, with the right to bear arms to defend them, but to prevent the monopoly of vacant lands by foreign speculators. Their Constitution bristles all over with individualism. They had neither silver nor gold, and yet they proclaimed that nothing but silver and gold should be a legal payment for debts. They were destitute of moneyed corporations, and yet they declared that no power but that of Congress should grant a charter of incorporation for any purpose. Their homes were frontier cabins, yet they proclaimed their inviolability, even without title, and that the land, once occupied by an actual settler, should be secured to him for individual ownership. While guarding against land monopoly, they denounced all others, and in prohibiting perpetuities they declared that no law of primogeniture or entailment should ever be enacted. Neither plutocracy nor paternalism in government had any place in their vocabulary.

They Were Anglo-Americans.

Such a Constitution made under such circumstances was possible with only one race of men on this globe. Of the fifty-four signers to the plan of the Provisional Government in 1835 and the fifty-seven signers of the Constitution of 1836 every man was an Anglo-American, except the two Mexican patriots, Zavalla and Navarro. They designated themselves as Anglo-Americans in their declaration of independence. Any other race of men would first have settled rival claims to leadership, and perhaps fought among themselves in determining who should be King or dictator. Those men first made an organic law to secure the rights of person and property, and made that law their sovereign.

The bad and indolent, even of our own race, were expressly excluded by the terms of the colonization contracts, under which Texas was settled, for the law that permitted immigration required the strictest proof of each immigrant in the country from which he came, that he was both moral and industrious. The men who emigrated from the United States, whose characters brought reproach on Texas men, were not among those who achieved her independence, but the camp followers, who came about 1842, when independence was secure. Forty-seven years ago, when I first located in Texas, very many of Austin's colonists were living here at the capital and around it. A manlier and more self-reliant and upright class of men I never knew, and the records of the courts will be searched in vain to find that any one of them was ever indicted for a degrading crime.

Nor were the men of the young republic lacking culture. Their Constitution and laws attest their learning. Rusk and Houston, Lamar, Henderson and Jack, Navarro, Potter, Pease, Robertson, Burnet, and still others would compare well with the able men who made the Federal Constitution.

The policy of protecting the home against creditors had prevailed among the followers of Mahomet for centuries and helped to make them invincible in battle, but never until Texas led the way was it adopted by any Christian State. It was a new birth for individualism. The example was quickly followed by sister States, and now it has nearly made the grand circuit of the Union.

When, on the Fourth of July, 1845, the Republic of Texas formally gave her consent to the treaty which made her one of the United States, though she transferred her harbors, navy, and forts, she expressly reserved for herself the ownership of her public lands and stipulated that no new State should be carved out of her territory without her consent. The Texas Constitution of Aug. 27, 1845, made after the treaty of annexation, was submitted to a vote of the people and at the same time one ordinance, and but one ordinance, was voted on. That ordinance condemned contracts made by a President of the republic which granted land for colonization purposes and declared that the citizen soldiery have a prior subsisting right to appropriate that land. It protected every actual settler who had established a home under his contract, but ordered suits against the speculating contractors to cancel their contracts and prohibited legislative relief for them. That ordinance was adopted by an almost unanimous vote.

The success of the revolution secured to Texas 223,604,400 acres of land, which is blessed with a climate in which the delightful coolness of each night invigorates the body for the labors of another day. If the grandeur of legislative enactments should be measured by their results, surely nothing in ancient or modern times can compare with the magnificence of the gift which Texas revolutionists made, when, fresh from battle, they dedicated one-half of that great public domain to the education of youth. Texas has appropriated that land with impartial hand to educate her children and the children of our former slaves. Over 4,000,000 acres were given also in addition to the counties, for common schools, and nearly 2,500,000 for the university.

PRINCE OF WALES'S ACCIDENT.

Fractured Kneecap Lucidly Discussed Apropos of His Case.

From The London Standard.

A medical correspondent writes to us as follows:

"The nature of the accident which happened to the Prince of Wales on Monday appears to be perfectly clear, and though it is undoubtedly serious, from one point of view, there is no reason to apprehend any complications or ill effects beyond the injury itself. The bulletin issued on Monday night stated that the Prince had fractured his left kneecap, and further consideration has not led the surgeons in attendance to modify or extend that diagnosis. It may, therefore, be taken that the injury is a simple one. No significance need be attached to the fact that his Royal Highness passed a restless night. Considering the heat of the weather, it would have been extremely strange if he had not been somewhat restless after having first sustained the shock of the accident, followed by the fatigue of a railway journey—which appears to have been attended by an untoward breakdown—and finishing up with a surgical examination of the injured limb. The account of the manner in which the fracture occurred is quite in keeping with ordinary experience of this common but rather peculiar injury. It appears that the Prince was walking down stairs when he slipped and either fell or saved himself by an effort. The kneecap is probably more often fractured in this way than in any other, especially in persons who have lost the activity of youth.

"It would be thought at first sight an extremely difficult thing to break this particular bone in half except by direct violence. It is of a circular shape, and resembles a small, thick biscuit. The outlines can be readily felt under the skin. If one stands up, but leaves the muscles of the leg relaxed, the kneecap can be moved about freely; but if the leg be stretched out stiff it will be found to be firmly fixed. This is because the large muscles on the front of the thigh are attached to it, and when put in action they draw it up with great force. The lower edge of the kneecap is attached to an extremely strong band, which can also be felt drawn tight when the leg is stretched out stiff. Now, it will be easily understood that when a person stumbles and falls going down stairs, and endeavors to recover himself, the sudden effort places an immense strain on this bone, serving, as it does, for a link between the powerful muscles above the knee and the strong ligament below it. The strain may be so great as to snap the bone across the middle like a biscuit. Thus, fracture may occur—and frequently does—without falling at all. In other cases the injury may be caused partly by violent impact with the ground, in addition to the strain due to great muscular effort. Happily, in a healthy patient, the worst consequences to be apprehended are some weeks of enforced rest and a certain degree of weakness in the leg afterward. Owing to the difficulty of getting the two portions of the bone to unite firmly, it is seldom quite the same leg as it was before. But members of the royal family are notoriously 'good patients,' and the Prince has everything in his favor. After six weeks or so we shall expect to see him about again as usual, though meantime the enforced rest will be irksome to a man of his active habits, and will cause much disappointment through the canceling of his engagements."

GEN. FITZHUGH LEE.

A Virginia Newspaper Shows How Well He Has Been Treated.

From The Richmond (Va.) Times.

Fair play, says the proverb, is a jewel. There is nothing so attractive as justice. We are led to these remarks by the charges and insinuations heard in so many quarters now that Gen. Fitzhugh Lee is sidetracked by the Administration for political reasons and denied all opportunity to distinguish himself in the war. We don't think any one will accuse The Times of lack of friendship for Gen. Lee.

But, friend of Gen. Lee that we are, we cannot consent to see Mr. McKinley treated with injustice, even though it might seem to work to Gen. Lee's advantage. As one of Gen. Lee's warmest friends, we think he has been treated with as distinguished consideration as he could ask for. At the very outset he was made a Major General and given an independent command of a corps, consisting of more than 30,000 men. When this was done there were Brigadier Generals in the Regular Army of the United States, viz., Otis, Merriam, Coppinger, and Wade, who were naturally made Major Generals, but who were given divisions only under other Major Generals. Surely this was as great distinction for Gen. Lee as his warmest friends could ask for.

Taken from civil life, he was given a command next to that of Gen. Miles, the Commander of the whole army while men who were already general officers in the regular army—and who spent their lives in the regular service—were put in positions much inferior to his.

But, say the critics, he is not sent to the field to do active service. But, "as two men will ride upon a horse, one must ride behind." Shafter and Lee could not both go in command to Santiago, and neither Lee nor his friends would have desired to see him sent there under Shafter's command. Should he have been sent in command of the expedition to the displacement of Shafter? For many and sufficient reasons it was deemed best to make the heft of the Santiago expedition consist of the regular army. Shafter has been all his life in the regular army, and the officers and men of that organization are accustomed to his command and have perfect confidence in him. Would it have been wise to take these officers and men away from their natural and trusted commander and placed them under the command of another General whom they did not know? We feel satisfied that Gen. Lee would have been the most positive of all in condemning the wisdom of such an act.

As for the Puerto Rican expedition, the Administration has determined that it ought to be in charge of the General commanding the army, and we see no reason to criticise the Administration for this. We don't know why Lee's corps was not selected to go on the expedition under Miles, but the probabilities are that Brooke's corps was in a better state of efficiency. It takes time to equip and drill a corps of 30,000 men, and Brooke's corps at Chattanooga has been organized considerably longer than Lee's corps at Jacksonville and is in a far more complete state of preparation. Indeed, if we are not very much mistaken, Lee's corps is still far from being complete, either as to men or equipments. It is very doubtful whether, if Lee had been ordered to Puerto Rico, he could have started with half his corps in proper condition to move. The Quartermaster and Ordnance Departments have been sadly behind in equipping his men.

Gen. Lee's chance will come when we invest Havana, and it is about as certain that he and his corps will be sent to take part in that as anything in the future can be. It is quite true that there may be no investment of Havana, because the war may be over before the rainy season is. But if that should happily turn out to be the case it will be a piece of bad luck for Gen. Lee that he will have to make the most of. There will be nothing in it from which a purpose to oversiaugh him can be argued.

As one of Gen. Lee's very best friends, The Times thinks the President has treated him justly and even generously, and we believe that Gen. Lee himself would condemn the criticisms of the President that are being made if his situation were one that allowed him to speak at all.

The Canadian Postal Notes.

From The Toronto Monetary Times, July 29.

The postal-note system will be inaugurated this week. The notes will consist of sixteen denominations ranging from 20 cents to $5. The Government's commission will be at the rate of 2 cents on notes up to $2.50 and 3 cents on the five-dollar notes. These postal notes will be issued by Postmasters throughout the country, and will bear the date stamp of the office of issue. These must be cashed within three months of the date of their issue.

QUESTIONS TO THE KAISER.

Why Is He So Interested in the Mysterious Death of Lieut. von Hahnke?

From London Truth.

The mystery surrounding the death of Lieut. Von Hahnke, about which so much was heard nearly a year ago, has been recalled to mind by the recent performances of the German Emperor at Odde, where his Majesty has been inaugurating, with a vast amount of ceremony, a monument erected by himself to the deceased officer. If anything, the proceedings at Odde serve only to deepen the mystery. It will be remembered that the official version of the accident attributed Von Hahnke's death to his losing control of his bicycle at a dangerous spot on a narrow down-hill road, and falling in consequence into a raging torrent beneath. Certain persons, including one or more brother officers of the deceased, were said to have witnessed the accident, but the names of these witnesses have never been disclosed, nor, so far as can be ascertained, was any inquiry into the affair held by the local authorities.

Ugly rumors became current connecting the disappearance of Von Hahnke with the subsequent appearance of the Emperor with a bad black eye—in explanation of which another strange and unauthenticated story was officially put forward. Then, nearly two months after the event, it was announced that the Lieutenant's body had been recovered, although it had previously been demonstrated by practical experiments that no human body could hold together at this spot for more than a few hours. The body thus discovered, after having been in the water nearly eight weeks, was brought back to Germany with much ceremony, and received a quasi-public funeral, in which the Emperor figured conspicuously. Inquiries made in Germany at the time showed that German editors had received other versions of the story of Von Hahnke's death, but that they were afraid to publish anything on the subject.

Now we have the further extraordinary fact that, in addition to the unprecedented honors paid to him last year, the Emperor has himself erected and himself inaugurated a monument to this young naval Lieutenant—whose name was hardly known outside his own ship and his own family at the time of his death. We also see the German press supplied over again with narratives strongly suggestive of official inspiration, detailing all the circumstances of the tragedy. All information, however, as to the evidence on which the narratives are founded is conspicuously withheld. In one account it is stated that a brother officer of the Hohenzollern was with Von Hahnke at the time of the accident, but, strange to say, his name is not given. An old man and two children are also stated to have witnessed the accident. The question naturally arises, When and by whom was their evidence taken? Was there any official identification of the body when it was recovered? Did the Norwegian authorities hold no inquiry before sending it off to Germany? Were the old man, the two children, and the brother officer interrogated by any official or tribunal? If so, why has the result not been made public? The function at Odde, and the newspaper accounts of it, all have the air of being inspired by some more important motive than that of commemorating the accidental death of an unknown individual of humble rank. If that motive be to dispose of the sinister stories that have been in circulation, it is strange that such cumbrous means are adopted, while the much simpler one of publishing the evidence on which the official story rests is avoided.

THE QUEER KOREANS.

In an illustrated interview which appears in The Young Woman (London) for August Mrs. Bishop tells us that "in Korea you never see girls out of doors in the daytime, except some of the lower classes going to the wells, and they are tied up so that no one can see them. Women only go out in the capital of Korea when a great bell sounds in the evening. When this is heard all men must retire to their houses. The only men who may go out are those who are blind and those who are going to a druggist's with a prescription. And as men are deceivers the world over, it is not surprising that a great many men are 'blind,' and that many have to go to the 'druggist's' when evening comes. Indeed, the number of hypocrites who go about tapping with a stick is rather ludicrous. On these evening journeys the Korean women generally visit their friends. But a wife must not go out of the house without her husband's permission. He requires, or may require, proof that a visit has actually been paid.

"When a Korean woman is married," says Mrs. Bishop, "she is allotted a room or rooms in the seclusion of the women's apartments. The name bestowed on her by her parents soon after her birth is dropped, and she is known thereafter only as 'the wife of so-and-so,' or 'the mother of so-and-so.' Her husband addresses her by the word ya bu, signifying 'look here,' which is significant of her relations to him. Silence is regarded as a wife's first duty. During the whole of the marriage day the bride must be as mute as a statue: if she says a word, or even makes a sign, she becomes an object of ridicule, and her silence must remain unbroken even in her own room, though her husband may attempt to break it by taunts, jeers, or coaxing, for the female servants are all on the qui vive for such a breach of etiquette as speech, hanging about the door and chinks to catch up and gossip over a single utterance which would cause her to lose caste for ever in her circle.

"The wife has recognized duties to her husband, but he has few, if any, to her. It is correct for a man to treat his wife with external marks of respect, but he would be an object of scorn and ridicule if he showed her affection or treated her as a companion. Among the upper classes a bridegroom, after passing three or four days with his wife, leaves her for a considerable time, to show his indifference. To act otherwise would be 'bad form.'"

THE BROOKLYN JOCKEY CLUB.

Stake Events for the Fall Meet and 1899 and 1900.

The Brooklyn Jockey Club announces the closing on Aug. 15 of sixteen stake events, which are to be contested over the Gravesend course during the Autumn meeting of 1898, and also on the same date of eight stake events for 1899 and 1900, for which purses amounting to $67,500 will be given. The events follow:

FOR AUTUMN MEETING, 1898.

For two-year-olds.—Prospect Stakes, $2,500, six furlongs; Willow Stakes, $1,000, five and a half furlongs; Algeria Stakes, $1,000, five furlongs; Holly Handicap, $1,000, five and a half furlongs; Flatlands Stakes, $2,000, five furlongs; Youthful Stakes, $1,000, five and a half furlongs.

For three-year-olds.—Ocean View Handicap, $1,000, mile and a sixteenth; Parkville Handicap, $1,000, six furlongs; Seabreeze Stakes, $1,000, one mile; Greenfield Stakes, $1,000, six furlongs.

For three-year-olds and upward.—Oriental Handicap, $2,500, mile and a quarter; First Special, $2,500, mile and sixteenth; Speculation Stakes, $1,000, one mile; Bay Shore Stakes, $1,000, six furlongs.

For steeplechasers and hurdlers.—Steeplechase Handicap, $750, about two and a half miles; Hurdle Handicap, $750, mile and three-quarters.

STAKE EVENTS TO CLOSE.

For two-year-olds in 1899, now yearlings, to be run at the Spring meeting of 1899.—Great American Stakes, $12,500, five furlongs; Tremont Stakes, $10,000, six furlongs; Expectation Stakes, $5,000, four and a half furlongs; Hudson Stakes, $3,500, five furlongs; Criterion Stakes, (for fillies,) $3,500, four and a half furlongs.

To be run at the first day of the Autumn meeting of 1899, Junior Champion Stakes, $15,000, six furlongs.

For three-year-olds in 1900, now yearlings, to be run at the Spring meeting of 1900.—Brooklyn Derby, $10,000, mile and a half; Carlton Stakes, $5,000, one mile; Gazelle Stakes, $3,000, mile and a sixteenth.

To-day's Card at Brighton.

FIRST RACE.—For three-year-olds and upward; selling. One mile and a sixteenth.

	Pounds.		Pounds.
Our Johnny	120	General Maceo	103
Banquo II	114	Charagrace	99
Taranto	112	Maximo Gomez	99
Lansdale	111	Black Dude	99
Tanis	109		

SECOND RACE.—For maiden two-year-olds; selling. Five furlongs.

Windward	107	Hold Up	92
Somers	107	Brahmin	92
Inceanamara	107	High Water	91
Campus	101	Curio	89
Abide	98	Althea	89
Ben Blue	98	Sagasta	89
Requita	95	High Born	89
Fulminate	95		

THIRD RACE.—For fillies three years old. Three-quarters of a mile.

Tabouret	106	La Russe	96
Lady Marian	106	Eilleen D.	96
Kenmore Queen	106		

FOURTH RACE.—Handicap for three-year-olds and upward. One mile.

Royal Stag	126	Chenille	96
Glorian	114	Lady Marian	94
Decanter	107	General Maceo	93

FIFTH RACE.—Handicap for two-year-olds. Seven-eighths of a mile.

Jack Point	128	Chorus Boy	104
Easter Card	122	Helen Thomas	102
Cormorant	117	Dr. Fitzsimmons	98
Kirkwood	117	Exception	95
Tendresse	105	Al Reeves	90

SIXTH RACE.—For three-year-olds and upward; selling. One mile.

King T.	108	Juno	101
Burlesque	108	Campania	101
Ten Spot	108	Marito	98
Decanter	103	Songster	98

HARLEM CREWS IN TRAINING.

Many Are Preparing for the Middle States Regatta—Pleasure Parties Swarm the River.

There was plenty of life and activity among Harlem River oarsmen yesterday. The prospects of a hot day in the city brought many to the various boathouses earlier than usual, and the consequence was that by noon the river was dotted with all kinds of racing and pleasure craft. The majority of the crews who are in training for the Middle States Regatta took their regular practice spin during the morning, while the rest of the day was given up to pleasure rowing and swimming.

An eight-oared shell crew, which left the Harlem Rowing Club's house during the afternoon afforded much amusement. It was a scrub crew, and Jack Nagle, who occupied the coxswain's seat, had his hands full to keep the boat on an even keel. They made a fairly good turn, but when they got the word to stroke each man started to use his sweep in a style heretofore unknown to oarsmen. The result was that the boat hardly moved except to rock as if it would swamp, while a shout of laughter greeted the would-be oarsmen from the boathouses. How they got back to the house without an upset is a mystery. They had plenty of fun, however, but will learn to handle a sweep in a barge hereafter.

The Nassau Boat Club was well represented on the water, and about dusk the eight-oared barge returned home after a trip to Travis Island. The crew was composed of Horsman, bow; Cox, No. 2; Cool, No. 3; Bredt, No. 4; Brennan, No. 5; H. Cleaver, No. 6; Dr. Davis, No. 7; Capt. Vilmar, stroke, and Woer, coxswain. A. La Gost and F. Smith, also of the Nassaus, took an eight-mile spin up the river.

Capt. Binzen of the Metropolitan Rowing Club has decided to enter a junior eight-oared crew in the Middle States regatta. There are at least a dozen men all anxious for positions in the boat, and Capt. Binzen intends to give them all a fair trial. Yesterday the crew was made up as follows: J. Holder, bow; T. Adams, No. 2; A. Johnson, No. 3; P. Lynch, No. 4; J. J. Ryan, No. 5; J. Chicheno, No. 6; C. Binzen, No. 7; C. Dodge, stroke, and Frank Ruddock, coxswain. The men put the boat through the water at a lively pace in good form, and their work was commented upon in a favorable manner. W. Spalding and N. Tolloch, also of the Metropolitans, were out in a double shell, and took a ten-mile row.

The members of the Dauntless Rowing Club paid their regular Sunday visit to College Point with a barge full of passengers. At the Nonpareil house about all the small boats were in use the greater part of the day, and for the first time this season the eight-oared barge did not make a trip to College Point. This was due to the fact that one of the members arrived at the boathouse float early in the day in his naphtha launch, which was immediately captured and headed for the favorite resort.

The First Bohemian Boat Club's old senior eight was on the river yesterday afternoon, with one or two changes in the crew. Although the men have rowed together very little of late, they are still in good form, and it is said they will be entered in the Middle States regatta.

The Union Boat Club's junior eight, which was defeated at the National regatta, is training faithfully for the Middle States. They were in the water yesterday and made a splendid showing, rowing a long, steady stroke, keeping the boat perfectly steady and on an even keel. Steadiness was what they lacked at the National regatta, but they had no idea of doing any better than they did in that event, and entered to show other clubs on the Harlem that there was life, and plenty of it, in the club.

The annual club regatta of the Lone Star Boat Club next Saturday afternoon promises to be an interesting event. So far there are seven entries in the single-shell event, eight entries in the single-gig race, and five entries in the double-gig event. One of the features of the day will be the eight-oared barge race. Three crews have entered, and each barge will carry nine women as passengers. Handsome gold medals bearing the colors of the club will be presented the women in the winning boat. The races will all be rowed over the regular mile course. Capt. J. J. Murphy of the Nonpareil Rowing Club will act as referee.

All the clubs along the Harlem have received an invitation from the Valencia Boat Club of Hoboken, of which Otto Lehman is President, to enter crews in two open events at their annual club regatta, to be held on Aug. 20. The events are a four and eight oared barge race, one mile straightaway. Medals will be presented to the crew winning the four-oared barge race and a silver cup to the club represented by the winning eight.

An unexpected entry in the Middle States regatta is a senior eight-oared shell crew from the Palisade Boat Club of Yonkers. The crew will be stroked by President Edward Martin, and John Fitzpatrick, the professional coach, will train the men. This is the first entry the club has made in an open regatta in over two years.

ON THE BASEBALL FIELD.

New Yorks Take a Game from Louisville—Brooklyns Lose Again to Cincinnati.

How the Clubs Stand.

Clubs.	Won.	Lost.	P. C.
Cincinnati	62	29	.681
Boston	56	30	.651
Cleveland	54	33	.621
Baltimore	50	34	.595
Chicago	50	40	.556
New York	47	40	.540
Pittsburg	45	44	.506
Philadelphia	41	43	.488
Brooklyn	33	52	.388
Washington	31	56	.356
Louisville	32	58	.356
St. Louis	24	66	.267

Games Yesterday.

New York, 7; Louisville, 3.
Cincinnati, 9; Brooklyn, 5.
Chicago, 7; Washington, 4.

Games To-day.

Baltimore and Cleveland at Philadelphia.
Philadelphia at Pittsburg.
Boston at St. Louis.

LOUISVILLE, Ky., July 31.—The home players held their own until the last two innings, when the Giants opened up on Cunningham and batted out a victory. Score:

NEW YORK.	R	1B	PO	A	E	LOUISVILLE.	R	1B	PO	A	E
Var H'n, cf.	3	3	5	1	0	Clarke, lf.	2	1	2	0	0
Tiernan, lf.	1	4	3	0	0	Hoy, cf.	0	3	7	1	0
Joyce, 1b.	0	1	13	0	1	Dexter, rf.	0	1	1	0	0
G. Davis, ss.	0	0	2	5	2	Wagner, 3b.	0	1	1	3	0
Gleason, 2b.	1	1	2	2	0	H. Davis, 1b.	0	0	10	2	0
Doyle, rf.	0	1	2	0	0	Ritchey, 2b.	0	1	0	3	0
H'rtman, 3b.	0	0	0	1	0	Cl'gman, ss.	0	1	2	2	1
Grady, c.	2	2	0	1	0	Kittridge, c.	0	1	3	1	0
Gettig, p.	0	0	0	5	0	C'gham, p.	1	0	1	0	0
						*Decker	0	1	0	0	0
Total	7	12	27	15	3	Total	3	9	27	13	1

*Batted for Cunningham in ninth.

New York ...... 0 0 0 0 2 0 0 3 2—7
Louisville ...... 1 0 1 0 0 0 1 0 0—3

Earned runs—New York, 3; Louisville, 1. Stolen bases—Grady, (2,) and Van Haltren. Two-base hits—Hoy, Clarke, Van Haltren, and Gleason. Three-base hits—Tiernan and Doyle. Sacrifice hits—Clarke, Hoy, and Gettig. Double plays—Hoy and Kittridge. First base on balls—Off Gettig 2; off Cunningham, 2. Hit by pitched ball—Hoy. Passed ball—Grady. Left on bases—New York, 5; Louisville, 8. Umpire—Mr. Gaffney. Assistant Umpire—Mr. Brown.

Cincinnati, 9; Brooklyn, 5.

CINCINNATI, July 31.—The Reds hit Kennedy very hard to-day, making it four straight from Brooklyn. The game was called on account of rain while the Reds were at bat in the eighth. Attendance, 6,616. Score:

CINCINNATI.	R	1B	PO	A	E	BROOKLYN.	R	1B	PO	A	E
McPhee, 2b.	1	1	0	4	1	Griffin, cf.	2	1	2	1	0
Smith, lf.	1	2	0	0	0	Jones, rf.	1	2	3	0	0
Corc'n, ss.	0	0	4	4	0	Hallman, 2b.	0	3	3	6	0
Beckley, 1b.	2	3	6	0	0	Sheckard, lf.	1	0	0	0	1
Irwin, 3b.	1	1	1	2	0	Magoon, ss.	0	2	2	2	0
Miller, rf.	1	2	6	0	0	LaCh'ce, 1b.	0	0	9	0	1
Steinf'd, cf.	1	1	5	2	1	Shindle, 3b.	0	0	0	2	0
Peitz, c.	1	2	2	1	0	Ryan, c.	0	0	1	1	0
Dwyer, p.	1	1	0	1	2	Kennedy, p.	1	1	1	2	0
Total	9	13	24	14	4	Total	5	9	21	14	2

Cincinnati ...... 3 0 0 3 0 3 0 —9
Brooklyn ...... 0 0 2 0 1 0 2 0—5

Earned runs—Cincinnati, 6; Brooklyn, 2. Two-base hits—Beckley, Steinfeldt, and Kennedy. Three-base hits—Smith and Jones. Home run—Irwin. Stolen base—Irwin. Double plays—McPhee, Corcoran, Beckley; Magoon, Hallman to La Chance. First base on balls—By Dwyer, 1; by Kennedy, 1. Hit by pitched ball—By Dwyer, 2. Umpire—Mr. Emslie. Assistant Umpire—Mr. Hunt.

Chicago, 7; Washington, 4.

CHICAGO, July 31.—Two passes, four singles, and a double in the second inning scored six runs and gave the Chicagos their ninth victory over the Senators. The game throughout was replete with sharp, pretty fielding on both sides. Selbach was put out of the game in the fifth for sarcastic laughter at Snyder's decisions. Attendance, 4,900. Score:

Chicago ...... 0 6 0 0 0 0 0 1 x—7
Washington ...... 0 2 0 0 0 2 0 0 0—4

Earned runs—Chicago, 3; Washington, 2. Base hits—Chicago, 11; Washington, 9. Errors—Chicago, 1. Batteries—Chicago, Kilroy and Donahue; Washington, Weyhing and Farrell.

Other Games.

Reading, 2; Newark, 1.
Cuban X Giants, 8; Hobokens, 0.
Providence, 6; Montreal, 3.
Paterson, 3; Norfolk, 1. (First game.) Paterson, 11; Norfolk, 8. (Second game.)

GOLF MATCHES AT NEWPORT.

Spirited Playing for Cups Offered by H. Mortimer Brooks.

NEWPORT, R. I., July 31.—The links of the Newport Golf Club were in active use yesterday. The principal event was the match for two cups offered by H. Mortimer Brooks, which were won by W. Page Thompson in Class A, and by H. P. Rogers in Class B. The scores:

CLASS A.

Name.	Gross.	Hdcp.	Net.
W. P. Thompson	91	8	83
R. F. Phifer	92	8	84
John Boit	91	6	85
G. G. Hubbard	90	4	86
A. M. Coats	87	Scratch	87
A. T. Kemp	103	15	88
A. S. Carpenter	98	8	90
D. W. Hutchings	102	12	90
F. P. Sands	103	10	93
S. H. Fessenden	103	6	97
C. E. Hubbard	109	12	97
R. Gray	107	6	101
F. Grant	110	6	104

CLASS B.

Name.	Gross.	Hdcp.	Net.
H. P. Rogers	108	18	90
J. K. Bangs	114	20	94
F. Grant, Jr.	118	14	104

Others who played, but who did not turn in their scores, were Miss P. G. Grant, W. T. K. Wetmore, H. Gray, H. R. Sedgwick, Hoffman, T. A. Havemeyer, Jr., D. S. Sage, and Arthur Gray. Prince Victor Emmanuel has offered a cup for a golf match. The date and conditions of the match have yet to be arranged for. The annual open tournament will open to-morrow and continue till Sept. 3.

THE CRICKET CHAMPIONSHIP.

Team A, New Jersey A. C., an Easy Winner—The Contest for Second Place.

Interest in the struggle for the cricket championship of New York has now resolved itself into the contest between Staten Island and Manhattan for second place. Team A of the New Jersey Athletic Club has fully demonstrated its title to the pennant, and it is doubtful if any club in the vicinity of the city could place so strong a team in the field as the New Jerseys now possess.

R. E. Bonner of Staten Island still leads the batting averages, but M. R. Cobb is getting nearer to him every week, and it is expected will eventually be the winner. Only ten men of the hundred who have played in league games have aggregated 100 runs, and Cobb is the only man who has passed the second century. The records are as follows:

	Played.	Won.	Lost.	Dr'n.	P.C.
New Jersey A. C. Team A	8	6	0	2	1.000
Manhattan	7	3	3	1	.500
Staten Island	6	2	2	2	.500
New Jersey A. C. Team B	6	1	2	3	.333
Roseville	5	1	3	1	.250
New York	6	1	4	1	.200

The Wonders of Science.

"How about that cold wave?" inquired the perspiring citizen.

"It was a little careless on my part," said the weather prophet. "But I couldn't take everything into consideration. I ought to have known, however, that the tremendous rate of speed at which it approached would develop such atmospheric friction as to make it a hot wave before it got here."—Washington Star.

THE COMMERCIAL WORLD

CASH PRICES FOR STAPLES.

Wheat, No. 2 red	.74
Corn, No. 2 mixed	.38½
Oats, No. 2 mixed	.27½
Flour, Minnesota patents	$4.70
Cotton, middling	6 1-16
Coffee, No. 7 Rio	.06
Sugar, granulated	.05⅝
Molasses, O. K. prime	.30
Beef, family	11.50
Beef hams	22.00
Tallow, prime	.03¼
Pork, mess	9.75
Hogs, dressed, 160 lb.	.05⅝
Lard, prime	5.72½
Iron, No. 1 Northern foundry	11.25
Butter, creamery, Western	.18½

CHICAGO, July 30.—Flour dull; Winter patents, $3.80@$3.90; straights, $3.50@$3.60; clear, $3.40@$3.50; Spring special brands, $5; Minnesota, hard, $4.40@$4.60; soft, $4.20@$4.40; No. 3 Spring wheat, 68@78c; No. 2 red, 67c; No. 2 corn, 33¼@33½c; No. 2 yellow corn, 33⅝@33⅞c; No. 2 oats, 21½@22c; No. 2 white, 23½c; No. 3 white, 26½@27½c; No. 2 rye, 42⅜c; No. 2 barley, 32@35c; No. 1 flaxseed, 87@90½c; prime timothy seed, $2.55; mess pork, per barrel, $9.40@$9.45; lard, per 100 lb, $5.45@$5.47½; short-rib sides, (loose,) $5.35@$5.70; dry-salted shoulders, (boxed,) 4¾@5c; short clear sides, (boxed,) $5.80@$6; sugars, cutloaf, $6.02; granulated, $5.52.

COTTON.

After the fashion of midsummer Saturday half sessions, Saturday's market for cotton was an affair of tameness and small results, with a somewhat variable course in the absence of the headway or momentum of orders on either side of the account. It was in the hands of the local contingent to turn the scale of prices for a few points either way, for the time being. The predominating influence is the crop intelligence; this, for the day was without much influence, being without new feature of consequence. The bear contingent had the upper hand Saturday morning on the call, and a decline of 2@3 points was the result. Trading was very slack, but some of the shorts took it into their heads to cover in view of the possibility of unfavorable crop developments over Sunday. On this the market promptly recovered the loss, and for the rest of the session it was any one's market; and a small one at that. The fact that the weather bulletin showed a heavy rainstorm in the Great Lake region suggested the possibility of more rain descending upon the cotton belt, through the Mississippi Valley and the Atlantic States, already suffering from having had too much moisture. On the other hand, Texas and the rest of the Southwest are reported to be badly in need of rain. The absence of Liverpool cables restrained trading. The market was finally dull at 2@3 points net decline.

Spot cotton ruled inactive and closed quiet at unchanged prices; middling uplands, 6 1-16c; middling gulf, 6 5-16c; sales, 1,145 bales, including 1,119 bales export, direct shipment, and 25 spinning.

Southern spot market middling. Galveston, 5 11-16c; Norfolk, 5⅞c; Baltimore, 6⅛c; Wilmington, 5⅝c; Augusta, 6 1-16c; Memphis, 5⅝c; St. Louis, 5 13-16c; Mobile, 5⅝c; Savannah, 5 11-16c; New Orleans, 5 11-16c.

Contract prices ranged as follows:

	Open.	High.	Low.	Close.
July	....	....	....	Nominal
August	5.83	5.88	5.88	5.84@5.85
September	5.87	5.90	5.87	5.88@5.89
October	5.91	5.93	5.90	5.91@5.92
November	5.93	5.97	5.93	5.94@5.95
December	5.96	5.98	5.96	5.97@5.98
January	6.00	6.02	6.00	6.00@6.01
February	....	....	....	6.04@6.06
March	6.08	6.08	6.08	6.07@6.09
April	6.10	6.10	6.10	6.11@6.12
May	6.15	6.15	6.15	6.15@6.16

FUTURES.

NEW YORK PRICES.

	Open.	High.	Low.	Close.
Wheat—				
July	72¾	75	72¾	..
September	69¼	69⅞	69 1-16	69⅛
December	69⅛	69⅝	68 15-16	69
Corn—				
September	37⅝	38	37½	37¾
December	38⅛	38⅜	38¼	38½
Oats—				
September	....	....	....	25⅞
Lard—				
July	....	....	....	$5.82

CHICAGO PRICES.

	Open.	High.	Low.	Close.
Wheat—				
July	70	70½	66	66
September	64¼	64⅝	63⅝	64
December	64¼	64½	63 13-16	64
Corn—				
July	33¼	33⅝	33	33⅜
September	33¼	33⅝	33 5-16	33⅝
December	33⅜	34	33⅛	33⅝
Oats—				
July	24¼	24½	23⅞	24
September	20¼	21	20⅛	20⅝
Lard—				
July	$5.45	$5.45	$5.45	$5.45
September	5.47½	5.52½	5.47½	5.50
Ribs—				
July	....	....	....	5.45
September	5.42½	5.50	5.42½	5.47½
Pork—				
July	....	....	....	9.37½
September	9.40	9.50	9.40	9.47½

BREADSTUFFS.

Wheat.

Dealings in the wheat market were uninteresting, and but for steadiness, which prevailed throughout, the official session would have been little better than nominal. About the only feature was a slight flurry in July, belated shorts bidding the price up from 72¾c to 75c, in an effort to wind up their accounts. A similar condition was noted at Paris, where July flour jumped 4.60 francs, against 35 points' advance in other deliveries. Foreign business in the local market was light, and distributed on both sides of the market.

MILWAUKEE, July 30.—No. 1 Northern, 86½c; No. 2 Northern, 80½c; September, 65½c. Rye steady; No. 1, 44@44½c. Barley dull; No. 2 September, 45½c; sample, 30@32c.

MINNEAPOLIS, July 30.—July, 82c; September, 62¾c; December, 61⅞c; on track, No. 1 hard, 85¾c; No. 1 Northern, 83¾c; No. 2 Northern, 77¾c.

DULUTH, July 30.—Northern cash, 79c bid; September, 64⅜c; December, 62⅜c.

Oats.

No. 2, 27½c; No. 3, 27¼c; No. 2 white clips, 32½c; No. 2 white, 31½c; No. 3 white, 31c; track, mixed, 27½@29c; track, white, 31@38c.

Miscellaneous.

RYE—No. 2 Western, 50@50½c, free on board, afloat, and 44c, cost, insurance, and freight, Buffalo; State rye, 44c, cost, insurance, and freight, New York. BARLEY—Malting, 46c, cost, insurance, and freight, Buffalo.

Flour and Meal.

Spring patents, $4.50@$4.35; Winter straights, $4@$4.50; Winter patents, $4.15@$4.60; Spring clears, $3.40@$3.60; extra No. 1 Winter, $3.40@$3.60; extra No. 2 Winter, $3.15@$3.40; no grade, $1.75@$1.80, (to arrive.) RYE FLOUR—$2.50@$3. CORNMEAL—Kiln-dried, $2.20@$2.30, as to brand. BAGMEAL—Fine white, 85@90c; fine yellow, 80@85c; coarse, 74@75c. FEED—40, 60, and 80 lb, Winter, in bulk, 70@72½c; Spring bulk, 65@70c; to arrive, 62½c; middling bulk, 80@90c; rye feed, 65@70c; city feed, 75c; hominy chop, 60@65c; oilmeal, $23@$24; screenings, 40@90c.

MINNEAPOLIS, July 30.—Flour—First patents, $4.15@$4.25; second patents, $4.10. Bulk, bran, $9@$9.50; sacked, $10@$10.50.

PROVISIONS.

PORK—Mess, $9.75@$10.25; family, $11.75@$12.50; short clear, $11.50@$13.50. BEEF—Mess, $10.50; family, $11.50; packet, $11@$11.50; extra India mess, $17. BEEF HAMS—$22. DRESSED HOGS—Bacons, 5¼c; 180-lb, 5½c; 160-lb, 5⅝c; pigs, 5⅝c. CUT MEATS—Smoking bellies, 7@7¼c; 10-lb, 6¾c; 12-lb, 6½c; 14-lb, 6¼c; pickled shoulders, 4@4¼c; pickled hams, 7½@8c; Western, green, 16-lb, 7c; Western, S. P., 6¾c. TALLOW—City, 3¼c; country, 3⅜@3½c. LARD—5.72½c; city lard, 5@5.25c; refined, South America, 6.40c; Continent, 6c; Brazil, kegs, 7.50c; compound, city, 4⅝@4¾c; Western, 4¾c. STEARINE—Oleo, 5c; city lard stearine, 6⅛@6⅜c.

COFFEE.

There was a narrow and barely steady market for Brazilian coffee futures Saturday, after opening steady, at unchanged prices. The traders had very little in the way of news to change preconceived convictions as to the legitimate significance of the market bearings; so much alike, taking one day with another. The want of the situation is speculative competition to help carry the new crop movement; this has been and continues to be almost entirely lacking, and the market drags out a miserable existence. And this description applies to the situation abroad, as well as at home. The swing of the market from day to-day is scarcely sufficient to afford a decent "scalp" to the local contingent, and as for outside or public interest there is none of it. The market Saturday closed steady at unchanged prices to a net decline of 5 points. Total sales futures, 9,000 bags.

Contract prices ranged as follows:

	Open.	High.	Low.	Close.
July	....	....	....	Nominal.
August	5.30	5.30	5.30	5.30@5.35
September	5.45	5.45	5.45	5.40@5.45
October	....	....	....	5.40@5.45
November	....	....	....	5.45@5.50
December	5.55	5.60	5.55	5.55@5.60
January	....	....	....	5.60@5.65
February	....	....	....	5.65@5.70
March	5.75	5.75	5.75	5.70@5.75
April	....	....	....	5.75@5.80
May	....	....	....	5.80@5.85
June	....	....	....	5.90@5.95

Foreign Markets—Santos, good average, 7$500. Hamburg, net unchanged to ¼ pfennig lower. Havre unchanged; January, 36.75c; February, 36.75c; March, 37c; April, 37.25c; May, 37.25c; June, 37.50c; July, 37.50c; August, 36c; September, 36c; October, 36c; November, 36.25c; December, 36.50c.

SUGAR.

Centrifugal, 4⅛c; muscovado, 3½c; molasses sugar, 3¼c.

OILS.

Prime crude, 19c, nominal; prime crude, free on board, mills, 16½@17c; prime Summer yellow, 23½@24c; off Summer yellow, 23½c; butter grades, 26@28c; prime Winter yellow, 28@29c; linseed, American raw, 37@38c; American boiled, 39@40c; Calcutta raw, 54c; lard oil, choice, 48@50c.

METALS.

Iron, Northern No. 1 foundry, $11.25; iron, Southern No. 2 soft, $10.25; steel rails, $18.50; pig iron warrants, $6.60; lake copper ingot, 11.50c; tin, 15.62½c; lead, 3.92½c; spelter, 4.57½c.

WOOL.

Current quotations of carpet wools, based on Wool Exchange official classification, are as follows: Carpet—Aleppo, washed, 23@23½c; Angora, 14@14½c; Bagdad, black, 20@21c; Bagdad, fawns, 20@21c; Bagdad, whites, 22@23c; Bokhara, colors, 13½@14c; Bokhara, whites, 15@16c; camel's hair, Russian, 13@13½c; China, ordinary, 11@14c; China, combing, 15@17c; Cordova, 14@14½c; Donskoi, Autumn, 17c; Donskoi, combing, 23@25c; Donskoi, colors, 20@23c; Donskoi, lambs, 16@18c; Scotch, 16@17c; Valparaiso, 13@14c. East India and Asiatic—East India, Joria, and Vicaneer, 24@27c; East India, Kandahar, 22@25c; East India, carpet filling, choice, 17@18c; East India, carpet filling, low, 12@15c; Georgian, B. O., 16@17c; Georgian, B., 14@16c; Georgian, B. S., 13@15c; Karadi, choice, 17@18c; Karadi, ordinary, 15@17c; Khorassan, colors, 14½c; Khorassan, white, 18@19c; Mohair, Turkish, 42@46c; Mossul, washed, 17@19c; Mossul, unwashed, 14c; Oporto, 19c; Salonica, 12@13c.

NAVAL STORES.

Tar—Regulars, $1.85@$1.95; tar oil, bbl, $3.62½. Pitch, $1.85. Spirits turpentine, 26½@27c. Resin—Common to good strained, $1.35@$1.40; E, $1.45; F, $1.55; G, $1.65; H, $1.75; I, $1.80; K, $1.90; M, $1.90; N, $2.10; W G, $2.20; W W, $2.30.

CHARLESTON, July 30.—Turpentine, 24½c. Resin unchanged.

WILMINGTON, July 30.—Spirits turpentine—Nothing doing. Resin, 92½@97½c. Crude turpentine, $1, $1.50, and $1.50.

SAVANNAH, July 30.—Spirits turpentine, 25c. Resin unchanged.

LIVE STOCK.

BEEVES—No trading; feeling steady; cable unchanged.

CALVES—No fresh receipts and no trading; feeling firm; city dressed veals, 7@9c per lb.

SHEEP AND LAMBS—Sheep, $3@$4.62½; lambs, $4.50@$6.25.

HOGS—$4.25@$4.50. State pigs, $4.60.

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THE TERMS OF PEACE.

The public must bear in mind that we do not know fully what has actually taken place at Washington as to the discussion or negotiation of peace. There have been many reports, some of them in detail and claiming high authority, as to the terms formulated, but they cannot be accepted as final, and there has plainly been a part, and a considerable part, of the situation that it has not been thought proper to make known to the public.

For instance, the appearance of M. Cambon at the Executive Mansion on Saturday with complete credentials as a plenipotentiary of Spain authorized to make an agreement which would require only the ratification of the Spanish Government to become binding is reported to have been a surprise to the President and the Cabinet. And it well might have been had the report of Tuesday's visit by the same gentleman been correct. It was given out that in pursuance of the duty he had accepted of representing Spain during the war, he had asked the United States Government whether they were prepared to discuss terms of peace, and that is all that is officially stated as to his mission. But if this were really its full scope our Government would hardly have gone to the length of drawing up formally, as was done, the terms that they would discuss. On Saturday they may not have expected M. Cambon to appear as a plenipotentiary; but it is highly unlikely that they regarded him as a mere messenger.

This reserve as to the exact nature of the communications between the two Governments is extended to the terms said to have been agreed upon. It is so fair an inference as to be conclusive that these terms include the absolute retirement of Spain from this hemisphere, with the cession of Puerto Rico; that they provide for the retention of such points in the Pacific as the Government think necessary to our mercantile and political interest, and that they make adequate provision for some decent administration of the Philippines. What this provision is remains to be seen. It is given out semi-officially that a concession was made on our side as to one point, and that, it may be assumed, related to the Philippines. We cannot imagine, whatever it was, that the President and his advisers have neglected to make the provision definite, practical, and sufficient.

BISMARCK AND GLADSTONE.

On the death of Bismarck, following so soon that of Gladstone, the public mind turns involuntarily to a comparison of the characters and careers of the two mighty men.

They were nearly of the same age. Both entered public life in early youth, and each retired, on the morrow of a serious reverse, practically dismissed, after a life-long and brilliant service. Each was a born ruler of men, strong in intellect, of iron will, profoundly ambitious, a past master, in his own field, of the craft, or the art, of politics. Each, in his own way, was a devout believer in God and in his own conception of Christianity, and each in his time was an ardent antagonist of the policy of Rome. Each was of his own nation, true to the large type, and belonging to a marked variety of that type, the Pomeranian Prussian, the Scotch Briton. Each guided the affairs of his country in momentous periods and helped to fix, if he did not wholly fix the course which it will follow for long years, perhaps for generations to come. Each was of a race dwelling in all lands, strong, intelligent, pushing, shaping between them the future of civilization more than all others combined, and at the death of each the hearts of Englishmen or Germans were touched with grief and their voices raised in praise.

Undoubtedly the career of Bismarck is the more impressive. It fell to his lot to change the map of Europe, to wrest for his own country the primacy of the German Federation from its traditional and, as it then seemed, its divinely appointed possessor, to humble the successor of the great Napoleon, to regain the provinces conquered and avenge the injuries inflicted by France during two centuries, and in the process to create a new and powerful German Empire and German nationality. There is no record of statecraft or of war more splendid since that of Napoleon, while in point of solidity and durability the later achievement promises greatly to exceed the earlier.

The career of Gladstone, on the other hand, had little to do with war, and that little was not distinguished by success. With the exception of the Crimean war, which he sought to avoid, England took no part in any European conflict during his public life, and with the crises in European complications that occurred he did not have to deal. His record and that of Bismarck can only be compared as to the ways in which they undertook to guide the development of national life within the respective empires, and here the comparison becomes practically a contrast. Broadly speaking, and in terms of English politics, Gladstone was a Liberal and Bismarck a Tory. The one steadily sought to broaden the basis of governmental power by the extension of the suffrage and the gradual abolition of privilege. The other yielded to the people only the rights he dared not withhold and retained in the class to which he belonged the utmost possible supremacy. The ideal of the one was such growth throughout the empire of common rights, interests, responsibilities as should create national unity and not only permit but stimulate general progress, his conception of Providence being that its beneficence would advance with the advance of freedom. The ideal of the other was the growth of a mighty nation, guided unquestionably by Providence, but by Providence acting through the agency of the throne, surrounded by the class of which he himself was the leader. The one believed himself a representative, the other believed himself a ruler. Thus the one sought to disarm discontent by reforms, the other to crush it with the mailed hand. The one labored to extend British prosperity and influence throughout the world by opening all markets to the trade in which he trusted his nation to get its share. The other planned a policy of commercial extension by colonization and exclusive privileges.

It must be said, however, in making this comparison, that Gladstone developed the application of a national policy and principle already, though to a limited degree, recognized, while Bismarck was compelled to deal with novel conditions, and few will question that the genius of the latter surpassed that of the former, or that the impress of Bismarck's individuality on the history of his time was more distinct and was deeper. We may hold that the tendencies in the life of the human race which Gladstone represented are more potent and enduring than the forces of which Bismarck so superbly availed himself, but we must see that the work of Bismarck, which we can imagine no other man doing, was essential and was tremendous. The German Nation he called into being, the people to whom he gave unity, will in due time take their rights and achieve the destiny for which their great qualities fit them. They will not forget, they will justly be proud to remember, the wonderful man who made possible the first great stage of their advancement.

THE INVASION OF MEXICO.

It is more than half a century since the United States Army has had any operations to conduct at all comparable to those which have been carried on in Eastern Cuba and to those which are about to be carried on in Puerto Rico. The similarity is very striking in reading over the history of the Mexican war. That also was an invasion of a tropical country and included a Summer campaign in such a country. The enemy was of much the same kind as the enemy we are now confronting. The transplanted Spaniard of Mexico is very much like the parent stock. We found the Mexican obstinate and gallant in resistance, but without counsel and without enterprise. Above all, we found him unready. Blanco's troubles are those of Santa Anna over again. "Want of ammunition, overdue pay, and insufficient rations" are the drawbacks with which the Mexicans had to contend on their own ground, while the Americans, supplied from the sea and at a distance of hundreds of miles, were well supplied. In that case as in this, our worst enemy was the climate. At Puebla, out of Scott's force of 10,276 men, but 8,061 were effective, 2,215 being disabled with "climatic fevers." The yellow fever, which was our chief dread, and against which Scott had tried to provide in planning the time of the invasion, was fortunately not severe.

It was, of course, Scott's invasion that bears the closest relation to what has gone on in Cuba. Taylor's operations in Northern Mexico were so successful as to do great honor to the American arms. There are no prouder names in our military history than those of Palo Alto, Resaca de la Palma, Monterey, and Buena Vista. They were so brilliant as to make Taylor rather than Scott the popular hero, and to secure for him the next Presidency. Not that they were really more brilliant feats of arms than those done under Scott's command, but that "Rough and Ready" was much more the kind of man to become a popular idol than "Fuss and Feathers." Four years later, when Scott did secure the nomination, he was defeated in spite of his great military success by a Democrat with so very slight a "war record" as Franklin Pierce.

Taylor's invasion was an overland march from his base of supplies, at the mouth of the Rio Grande, and it came to an end practically when Scott's began. Taylor himself had strongly advised against an advance on the Mexican capital from his position, upon the ground that it would be impossible to subsist his troops over so long a line. Although Scott was regarded by the Administration with jealousy as well as with dislike, his position as commanding General entitled him to the command of the principal expedition, and his plan for it was adopted. Practically all of Taylor's regulars were transferred to him, and Taylor was left to hold his position and consolidate his victories with volunteers. His first fight, at Palo Alto, had been fought May 8, 1846. His last, Buena Vista, was fought Feb. 23, 1847, and in the same month transports were assembled at Brazos Santiago for 12,000 men. Scott had insisted upon a minimum of 10,000, saying that 15,000 would be much better if they could be made available before the season of yellow fever.

The preparations for the expedition had been very intelligently made by Scott. For landing at Vera Cruz, or rather three miles from it, some seventy surfboats had been provided, holding from seventy to eighty men each. By means of these 5,500 men were landed March 9 in a few hours without accident and, as at Santiago, without opposition. In heavy artillery the command was much better provided than Gen. Shafter's force. There were available for the siege of Vera Cruz seven ten and six eight inch mortars. On the 12th the investment was completed, and on the 18th the approaches began. The garrison consisted of 4,400 men, not enough to man the fortifications. A vigorous cannonade by the army and the fleet followed, and on the 27th the capitulation took place. All armaments and munitions of war were surrendered, but officers were allowed to keep their arms and effects, and the garrison was allowed to march away on parole not to serve against the United States till exchanged. Our whole loss in the siege was 67 killed and wounded. The Mexican loss is supposed to have been over 1,000 in killed alone.

The advance began on April 8, the interval having been employed in collecting pack animals. There was a great deal of "politics" at the Mexican capital, to which was attributed the failure to reinforce Vera Cruz and the failure to oppose the first steps of the advance. The first real resistance was made April 17 at Cerro Gordo. This was a brilliant victory for the invaders, the storming of the abatis surrounding Cerro Gordo, and afterward of the crest itself, being quite comparable for gallantry to the assault upon the blockhouse at San Juan. The attack was, however, assisted by artillery, the Americans having with great labor dragged up during the night a twenty-four-pounder gun and two twenty-four-pounder and one sixty-eight-pounder howitzers, which had a great effect in supporting the attack. Three thousand Mexicans were taken prisoners, although Santa Anna made good his escape.

It was not until Aug. 7 that the final stage of the advance upon the capital was begun with 11,000 men. There was really no check to the victorious advance excepting the repulse of Smith's brigade on the first day at Contreras, a repulse more than made up for on the second, when the Mexican regulars were almost destroyed, losing 700 killed and 800 prisoners, including four Generals. The American loss was slight.

The decisive battle was that of Cherubusco, so stubbornly fought by the Mexicans that they lost nearly 4,000 in killed and wounded, and 3,000 prisoners, while Scott reported the American casualties at 139 killed and 876 wounded. After this there was no chance for the capital, although the Mexican resistance was as stubborn as ever, and the hardest fights of all were those at Molino del Rey and Chapultepec, in the outskirts of the city. Nothing finer has been done in modern war than the storming of Chapultepec by the regulars. It was on Sept. 14 that Scott entered the city, having conquered a peace at a cost of 2,700 killed and wounded in the campaign and a greater number of men disabled by sickness.

There was much carping at the time about the slowness of his operations. But, considering the nature of the country, the obstinacy of the resistance, and the difficulties of the campaign, it is doubtful if a more creditable campaign of invasion has been carried on by any army.

THE EDUCATION OF REFORMERS.

There exist in this city two considerable organizations whose aim is to secure the improvement of the City Government and of the general management of all city affairs, and there are a number of minor organizations in association or sympathy with these. The chief work which they have set for themselves, according to their published statements, is the education of the people of the city in the principles and methods of sound city administration.

This is certainly a good work. The people alone possess the power to secure such administration, and clearly they will not try to secure it unless they know what it is, nor try successfully until they learn how to get it. No amount of zeal, trouble, time, or money can be counted as lost which really tends to bring this about. It is, of course, a business in which every decent journalist is engaged, as occasion offers, according to his lights, and the journalist, if for that reason only, should be the last to decry such work or to belittle it. But it seems to us that, in one rather serious regard, the reformers, journalists included, have in the past made a pretty costly mistake. While laboring at the worthy task of educating the people, they have neglected their own education, and this in two ways.

First, they have been too ready to accept as final the theories they have themselves adopted, have forgotten that the process of reform is necessarily progressive, and that the best theory can sooner or later be improved upon, and should be held only conditionally; and, second, they have neglected to study carefully and frankly the reasons why their own ideas make such slow headway, and what are the views, the sentiments, the interests which prevent their greater spread and efficiency. The first phase of defective self-education is natural enough, but it is peculiarly mischievous in those who undertake the honorable but difficult and thorny task of teaching others, and especially teaching others as to the affairs of these others. There are very few of us surely right about anything, and those of us who think we are are most likely to be mistaken. We are much more likely to get the right notion if we hold all our notions subject to correction by criticism, by larger knowledge, and by experience. The man who believes, however honestly, that he has the secret, and the only secret, of reform for a complex municipal situation is fairly sure not to have it, and shuts himself out of the chance of getting it.

The effect on the theorist himself, however, is of little public interest. The effect on others of this dogmatic and narrow spirit on the part of those who are really seeking good objects is more serious. It inspires distrust, and sometimes aversion, resentment, and contempt, and the duty of the reformer is not to treat these sentiments lightly, but to try to find out what causes them and remove them, if he can. It may not be easy, but it is possible, and it is necessary. It involves a patient study of different classes, with whom usually the reformer does not associate, and a candid effort to understand their motives, and particularly to find out what good motives they have for a course which to the reformer seems obviously bad. The great body of the voters in New York who resist reform and make partisan government possible, whether they are supporters of one machine or the other, are honest men who think they are doing what is right, or at least think they have a perfect right to indulge their partisan predilections. Mere denunciation of their machine does not turn them against it. They will give it up only when they see in what way it really injures or betrays them. And they cannot be convinced of this by men whom they do not know and who start out with an assumption (unconscious, perhaps, and at any rate sincere) of superiority. Most of the influence of the Citizens' Union last year was due to the exertions of its minor neighborhood organizations. They were very imperfect both in character and extent, but they were on the right line. It is along that line that the education of reformers by the people will enable the former to educate the latter.

TOPICS OF THE TIMES.

—If the result of the investigation into the Bourgogne disaster is the adoption of a more southerly route for steamers plying between New York and ports on the English Channel, or further north, it will bring much relief to the minds of persons who value human life above quick passages. Some lines have, or used to have, a rule requiring their Captains during the season of ice and fog on the Newfoundland Banks to cross the fiftieth meridian of longitude in latitude 40 degrees 30 minutes north. The fiftieth meridian is that which passes through the extreme southerly point of the Grand Banks, and the ice limit is considerably north of the latitude mentioned. A great deal of the fog on the Banks is caused by the contact of the warm water of the Gulf Stream with the cold water around the ice. As the ice comes southward in the Summer the fogs prevail in that season, and therefore the northerly route should not be used in the Summer months. If, however, commanders of steamers are to be ordered to take a southerly route in the Summer there will have to be a healthier public opinion on the subject of record-breaking. Owing to the fact that the shortest "great circle" tracks in northerly latitudes curve toward the north pole, Captains can make speedier passages by taking those routes than by sailing a southerly course, in which the curve must needs be in the wrong direction. One has only to draw a line from Sandy Hook to Queenstown or Southampton passing through longitude 50 degrees west and latitude 40 degrees 31 minutes north to see that it is longer than one which goes by way of the northerly end of the Banks. Unless the traveling public is ready to have the average Summer voyage somewhat longer than it would be by the northerly route, the southerly route is hardly likely to be followed exclusively.

—The report of Dr. Senn on the nature of the wounds inflicted upon our soldiers in the Santiago campaign contains a large amount of information which should be interesting to the surgeon and the layman alike. Perhaps nothing will more interest the layman than the surgeon's announcement that the probe as an instrument for locating bullets has become practically obsolete. The amount of suffering and of irritation of wounds which is thus obviated is incalculable. For this we have to thank the beneficent X ray, which finds bullets without inflicting more misery upon the wounded. Nothing is more inspiring than the readiness and skill with which the medical profession utilizes the revelations of science for the diminution of human suffering.

—The total depravity of inanimate objects receives no better illustrations than those which come from the wayward exploits of the revolver. Men who have studied the difficult art of shooting with a revolver at a target know that it is well nigh impossible to account for the wild vagaries of the flying bullets. A clean bull's-eye, which is an extremely rare thing to see when the revolver is in the hands of any but an expert, will be followed by an outer or a miss. Those who read the daily papers know how fully the uncertainty of the weapon is demonstrated by the frequent failure of the policeman to hit the fleeing criminal. All these things happen when the revolver is operated by persons who know it is loaded and wish to hit something with it. But let a revolver be aimed at a human being by some one who does not know it is loaded, and who does not wish to injure any one, and he is sure to hit the person at the first pull of the trigger and to inflict a mortal wound. The only explanation of this peculiarity is to be found in the supposition that the proportion of misses by persons who aim supposedly unloaded revolvers at other persons must be about as great as that of misses by those engaged in target practice. But this explanation compels us to conclude that the number of fools in the world must be very much larger than even cynics suppose.

PERSONAL.

—It is a sad outlook for the peace societies and a glorious one for the vegetarians that was indicated in our Antwerp letter yesterday. Gen. Brialmont of Belgium sets forth a most charming view of the future. He holds that the population of the earth is increasing so fast that in about four centuries the entire world will be utterly overcrowded. The only way out of this dreadful state of affairs is war, "bloody war, north, east, south, and west." Thus the surplus inhabitants of the world are to be killed off. Meanwhile there will be no meat to eat because all the pasture lands will be needed to produce crops, and so we shall all have to eat chemically prepared foods, made up in tablets, as prescribed by the eminent Frenchman Berthelot. But if all the world eats vegetable food, whence will come the necessary fierceness with which to make war? Gen. Brialmont has forgotten to explain that. And he has also forgotten to tell us how we are to get rid of the surplus women, for there will be a tremendous lot of them 400 years hence. Just see how many there are in Massachusetts alone right now. Are the women to go to war and be killed off, too, or are they to stay at home and starve to death on vegetable tablets? It is a pity that these prophets are not a little more particular about details. But that is always the way with them. They all try to imitate the oracle of Delphi or George Francis Train.

—The exposition of the money-making habits of a part of the British aristocracy which has been made in the course of the bankruptcy examination of the truly remarkable Mr. Hooley ought not to amaze any one in this country. Indeed, as long ago as the production of Gilbert & Sullivan's operetta, "The Gondoliers," we saw the leading English librettist making good-humored jokes about members of the aristocracy who sold their attendance at the balls of middle class people anxious to rise in society, and also selling their names as Directors of companies. It all seemed to go as a matter of course, and people laughed at it in the Savoy Theatre in London and—not quite so heartily—also in New York. The exposition is painful to Americans because it brings into disrepute a noble name after which we named one of our States. The worst of all Hooley's collection appears to be Gilbert George Reginald Sackville, eighth Earl of De la Warr. The State of Delaware was named after the original Earl. It is a very small State, to be sure, but it is perfectly respectable, and in no way to blame for the noble lord's misdoings.

NUGGETS.

Obedient.

Mrs. Ferry—Did you behave yourself at Mrs. Wallace's and not ask the second time for pie?

Bobby—Yes'm, I didn't have to ask only once. I got the first piece without asking.—Cincinnati Enquirer.

Dear.

It is natural for a rich man to become familiar with a professional man he hires and to address his physician as "My dear doctor." But to his solicitor he would not say "My dear lawyer!" although the legal man's fee would be quite as good.—New Orleans Picayune.

The Inquisitive Small Boy.

"I want to ask a question, papa," remarked Sammy Snaggs.

"Very well, Sammy! But only one, remember."

"When the Americans shell a Spanish army do they eat the Colonels?"—Indianapolis Journal.

Not Wholly Lost.

Dixon—Biffkins seems to be enjoying the fortune his aunt left him.

Hixon—Why, I understand he lost it all in a wheat deal six months ago.

Dixon—So he did; but it has supplied him with a never-failing topic of conversation ever since.—Chicago News.

HE HAD THE CHANCE.

From The Detroit Free Press.

Stark, his name wuz; mor'n a thousand
  Others jest ez brave ez he,
Only he'd th' chance o' showin'
  What wuz in him, don't you see.

Others fit 'n' done it splendid—
  Never minded bustin' shells,
Droppin' fire 'n' death around 'em,
  Worse'n half a hundred hells—

Never minded singin' bullets
  Rippin' through th' wavin' leaves
Spat'rin' up th' dust afore 'em—
  Like th' drippin' from th' eaves.

"Kid" they called him—hair was fairish—
  Cheeks 'ithout a sign o' beard,
Eyes wuz blue 'n' dancin', laughin',
  Of th' kind that ain't afeared.

Place? 'Twas down at Santiago—
  When? Not many weeks ago—
Time? 'Twas noontime when th' sun wuz
  Floodin' heaven with its glow.

Flat he lay 'ith all the others—
  Waitin' fer th' time t' fire,
Clutchin' of his rifle nervous—
  Achin' fer a chance t' try 'er.

Finger wav'rin' on th' trigger,
  Holdin' back 'ith all his might,
Eye a-glancin' long th' barrel
  Peepin' through th' forard sight.

When th' order "Fire!" wuz given,
  First he wuz at pumpin' lead—
Helped t' fill th' trenches yonder
  Full o' dyin' and o' dead.

"Rise an' charge 'em!" cap'ns shouted—
  He wuz on his feet th' first
Never thinkin' he wuz standin'
  Where th' bullets rained th' worst.

Then afore they'd time t' dodge it,
  Down from out that sunny sky
Dropt a sizzlin' shell o' murder,
  Struck a spot them boys wuz nigh.

When th' smoke had rolled beyond 'em
  Men wuz seen a-lyin' 'round
In th' dust, an' dyein' crimson
  With their blood th' burnin' ground.

Older chaps wuz feelin' shaky,
  Fear wuz lookin' out their eyes—
Stomachs turnin' sick with anguish
  Listenin' t' th' dyin's cries.

But 'twas only fer a minute,
  Then they started chargin' on
Fer they seen th' kid a-lookin'
  At 'em shamelike—one arm gone.

Pickin' up th' bloody rifle
  That had fallen to his feet,
On he led that charge o' soldiers,
  Beggin' of 'em, "Don't retreat!

"You're a husky lot o' fellers,
  Want t' duck yer heads 'n' run
Jest th' time yer mostly needed—
  'Fore th' row has half begun!"

So he led 'em 'cross th' trenches—
  Over fences; up th' hill—
Kep' on firin' single handed—
  Gun o' his wuz never still.

Led 'em right among th' Spaniards,
  Never thinkin' of his life,
Keepin' up th' bullet dealin',
  Keepin' up th' bloody strife.

When 'twas over—Kid he fainted,
  An' they carried him a-back—
Ragged arm a-danglin', drippin'—
  Markin' out a crimson track.

Stark, his name wuz—others like him—
  Hundreds jest ez brave ez he,
Only he'd th' chance of showin'
  What wuz in 'im, don't you see.

They fergit him? Hardly, sonny—
  Never'll they fergit th' day,
When th' kid led on t' victory
  With his left arm shot away.

CUBA THE AMERICAN EGYPT.

By JOHN DENISON CHAMPLIN.

Some fourteen years ago, when Gen. Gordon was in Khartoom and the English Liberals were in daily fear that bad news from him would result in the overthrow of their Government, I chanced to be present one Sunday morning at a meeting of a dozen or more Liberal members of Parliament, at the house of one of Mr. Gladstone's chief supporters, where the question of the evacuation of Egypt was discussed. Our host, a man as well known in literature as in politics, loyally upheld the views of his chief, and argued that the British Army of occupation should be withdrawn from the country as soon as possible. Some of his visitors supported him in this opinion; others opposed him warmly. After the discussion had gone on for an hour or more our host turned to me and said:

"We have an American with us. I should like to hear his opinion on the subject."

"I know so little of the situation," I remarked, "that I scarcely feel like expressing an opinion, though I have learned much from the very interesting discussion of it."

"But you must have formed an opinion," insisted our host, "and we shall be very glad to have it."

"If you must have it," I said, laughing, "my opinion is that you will get out of Egypt about as soon as you get out of India, and no sooner."

"That hits the nail on the head," exclaimed one of the visitors. "We can't get out of Egypt. Our interests are too great."

At the close of the present war with Spain the United States will occupy, with reference to Cuba, a position nearly analogous to that of Great Britain in Egypt; its interests will admit of nothing but a virtual occupation and retention of the island for many years to come, and perhaps forever. Whatever Government may be provided for it, it must be under the control of the United States and directly responsible to it for its acts. It is useless to say that we do not want outlying territory, or that the possession of such is antagonistic to the spirit of our institutions. The European world will not believe the first assertion, however true it may be, and our institutions have already stood the shock of the acquisition of Alaska and Hawaii. We have got to learn the lesson that new conditions bring new responsibilities, and that the politics of a nation in its swaddling-clothes is not applicable to one with imperial possibilities and aspirations.

In 1887 James Anthony Froude made a visit to the West Indies and published the result of his investigations in a book entitled "The English in the West Indies." He takes a very gloomy view of the future of the English islands, considering the English living in them as "birds of passage, temporary residents for transient purposes," and says: "The opinion in Cuba was, and is, that America is the residuary legatee of all the islands, Spanish and English equally, and that she will be forced to take charge of them in the end whether she likes it or not. Spain governs unjustly and corruptly; the Cubans will not rest until they are free from her, and if once independent, they will throw themselves on American protection."

Mr. Froude has been credited with the possession of a flowery imagination, but in the expression of these views of ten years ago he seems to have been guided by more than his usual prescience. What he foresaw then is about to come to pass: The United States is to assume in the near future the protection if not the sovereignty of the Spanish West Indies, but the change is to be brought about, not, as Mr. Froude thought, through the invitation of the Cubans after the achievement of their independence, but through conquest by the United States, and the very considerable expenditure of blood and treasure. If the United States had waited for the Cubans to win their independence, the islands might eventually have come to us, but only as a depopulated waste. The Cubans might have carried on their guerrilla warfare for generations, and performed unheard of feats of heroic valor, but their unaided efforts would never have resulted in the expulsion of the Spaniards. The flag of Cuba Libre might have floated over mountain strongholds, but it could never have supplanted that of Spain over the cities of the "ever faithful isle."

It is astonishing what erroneous impressions have been formed in this country concerning the relative strength of the opposing forces in Cuba. We have been led to believe that the Cubans could muster an available force of 30,000 to 40,000 men, who were ready to give us material aid in landing, and would furnish a considerable contingent to the army destined to drive the Spaniards out of the island. A Senator of the United States assured us that the Cuban commander could easily "swell that army to 100,000 men, and all that we will have to do is to put guns and ammunition into their hands, and they will easily evict the Spanish battalions." The Spanish forces were represented as made up chiefly of raw recruits, largely youths impressed into the service, who were poorly clothed and fed, and greatly in arrears of pay. At least 40 per cent. of them were said to be in hospitals or otherwise incapacitated, and a goodly proportion of the remainder were wholly dispirited and ready to cast in their lot with the insurgents at the first favorable opportunity. Even without intervention on our part, the Spanish army would be forced by the victorious insurgents to succumb before the close of another year. Such was the claim of the insurgents themselves, and of their partisans and supporters in this country.

We have gained experience enough in but a few weeks of warfare to teach us that the Cuban claims of an early prospective success are simply preposterous, and that we have to deal with an enemy alert and powerful enough to meet us at every threatened point. We now know that the Cuban Army, like Falstaff's men in buckram, has doubled with each enumeration, that however effective its scattered bands may be in guerrilla warfare, no part of it is organized or capable of making a stand against regulars in the field, and that if the Spaniards are to be driven out of Cuba it will be accomplished only by a large and thoroughly disciplined American army, aided by a powerful navy, and at a cost to the country so far in excess of any estimate that even our Washington jingoes would have hesitated could they have foreseen the result.

When every Spanish flag in Cuba shall have been lowered as they undoubtedly soon will be—for no other termination of the contest can be accepted now that we have entered upon it—the important question will arise: What is to be our remuneration for all our expenditure of blood and treasure? We can expect little from Spain, for, even if she were not bankrupt, the payment of debts is not included in Spanish notions of "honor." The insurgents cannot pay the bill, for they are poorer than their oppressors. The only way, then, to recoup ourselves is to take possession of the island and to administer its resources ourselves.

But some will urge this will be in direct opposition to the spirit in which we entered into the war. The President expressly announced to the world that "the United States hereby disclaims any disposition or intention to exercise sovereignty, jurisdiction, or control over said island, except for the pacification thereof, and asserts its determination, when that is accomplished, to leave the government and control of the island to its people." It is too late to question the wisdom of this announcement, made, as we now know to our cost, in ignorance of the exact situation in Cuba, and certainly with little foresight, but it is not too late to examine the possible consequences of a strict adherence to such a policy. To the unprejudiced observer it looks as if the fulfillment of such a determination would mean to turn over the island to a worse condition of anarchy than that from which we are seeking to rescue it. It is by no means certain that a majority of the people would submit quietly to the present insurgent Government, which seems to be as uncertain a quantity as the insurgent army; and it is certain that the Spaniards and the foreigners, who control most of the trade and commerce, would prefer annexation to the United States to an irresponsible government of the half-breeds. The negroes, too, who, in various degrees of mixture, constitute nearly one-half of the population, are another uncertain element which will have, nevertheless, to be taken into careful consideration. We cannot afford to have another Haiti at our very doors. More than thirty years ago Frederick Douglass said to me: "When I think of Ashantee and Dahomey and Haiti, I am almost inclined to think that my race is incapable of self-government." The years that have passed since then have brought with them no more encouragement.

It is true that we entered into this contest on broad humanitarian lines, and we must conduct it in a similar spirit to the end, but we must be careful that our humanity does not degenerate into a weak sentimentality. It must not be limited to the handful of insurgents who uphold the so-called Republic of Cuba. However much we may respect the justice of their cause and the bravery of their struggle against fearful odds, we must not forget that there are others in Cuba whose right to demand our protection when we shall have forced Spain from the island will be equally great. Besides our own citizens, many of whom have important pecuniary interests, there are many Spanish subjects resident there, constituting a large part of the wealthy and better class of the population, whom we must take under our aegis. To leave them to be dealt with by the insurgents would be as criminal as to return the island to Spain after we have conquered a peace. We cannot permit any retaliation for offenses of the past, however great may be the provocation of opportunity, and the only way of preventing this will be to stand between the opposing parties until time shall heal the rancors of their strife. Nor can we allow any sentimental considerations of "Cuba Libre" to swerve us from our duty toward all who have interests in the island. It is possible that the people of Cuba may in the future prove themselves capable of self-government, but while we have the power it will not be intrusted to those who shoot defenseless men struggling in the sea, as at Santiago, nor to such as the insurgent commander there, who showed himself so incompetent to grasp the exigencies of the situation as to sulk like Achilles in his tent because he was not put into immediate possession of the fruits of victory won by us at so fearful a cost.

But, setting aside the question of the rights and interests of the Cubans themselves, it is absolutely essential to our own interests that Cuba shall have a strong, stable, honest Government, which shall insure equal rights to all on its soil and which shall devote its energies to the development of the island and its resources. It needs good roads and railroads, which shall render communication easy and make possible the exploitation of its immense resources, agricultural and mineral, hitherto taxed out of existence by the greed of Spanish officials. It needs, too, a proper system of sanitation to insure our coasts against the constant menace of yellow fever. The island lies within a few hours of our shores and across the mouth of our Mediterranean. As Egypt commands the highway to India, so Cuba commands the greater highway soon to be through which will pass the commerce of the world. As we cannot longer tolerate its possession by a foreign power, so we cannot afford to put it into the hands of any Government unequal to its administration and which cannot give the strongest guarantees for the conservation of American interests. With our flag over Hawaii in the Pacific and over Puerto Rico and Cuba in the Atlantic, and the two oceans united by a canal, bringing our eastern and western coasts into close communication with each other, we shall occupy the strongest and most commanding position on earth, and the political party that shall advocate the adoption of any policy which may tend to weaken that position or to postpone its realization will certainly meet with the condemnation of the American people.

JOHN DENISON CHAMPLIN.

CURRENT NOTES.

The Georgia Democratic State Judiciary Convention in Atlanta nominated its three candidates, transacted its other incidental business, and adjourned in forty-five minutes.

* * *

Ex-Ambassador Thomas F. Bayard of Delaware wrote to the Sound-Money Democrats of Maine: "I concur most heartily in your declaration. The loss of the gold standard means disaster to credit, public and private, and a fatal blow to all honest business."

* * *

Col. John Lind has formally accepted the People's Party nomination for Governor of Minnesota, as well as the Democratic, and says there has never been a moment since the State Convention adjourned when he thought to do otherwise. He is in the volunteer army and looks hopefully for success in the political field.

* * *

The Idaho Populist State Committee had a lively time in Boisé the other day, but finally revoked their call for a State Convention in Moscow on Aug. 8, and issued a new call for a State Convention to be held in Boisé Aug. 24, when the Democratic and the Silver Republican State Conventions are to meet there. Of course, this looks to fusion, to which some of the Populists are opposed, imagining they are strong enough to go it alone. Chairman P. H. Blake of the State Committee was ousted and W. H. Taylor was elected in his stead. Some blows were struck in the meeting by excited members of the State Committee.

* * *

Mother Catherine, formerly Miss Kate Drexel, of Philadelphia, has given the money needed to erect a parish house for St. Patrick's Church, in Carlisle, Penn. It is to have a Sunday-school room, lecture room, library, reading rooms, and a hall for a literary society.

* * *

The Boston Transcript alleges that one of the Captains of the provisional militia companies of Massachusetts successfully passed the Military Examining Board, after examination by the surgeon, though he is compelled to use crutches in walking and is said to be in receipt of a pension from the Government for total disability.

* * *

A "purse" raised by the grateful passengers on a train saved from destruction by an alert small boy near Burlington, Vt., a little while ago, was found when placed in his hands and carefully counted to contain $1.80. Whether the passengers lacked appreciation of the value of their limbs or their lives is not told, but it is said the company "will do the right thing by the lad."

BATTLESHIP TEXAS HERE

She Is Warmly Welcomed by Various Sea Craft as She Steams Into Port.

HER INJURIES NOT SERIOUS

The War Vessel Probably Will Be Placed in Dry Dock To-day, and Be Examined by a Board of Survey.

The battleship Texas, black and ugly in her fighting dress, and with a gaping hole in her hull and another in her upper works and innumerable scars upon her turrets and sides, steamed slowly up the harbor yesterday.

Steamships, steamboats, revenue cutters, tugs, and launches set their sirens and whistles shrieking welcome to her; stately sailing ships dipped their ensigns, foghorns wheezed, ferryboat bells rang out, and the excursionists and passengers on various sea craft sent up cheer after cheer as she moved along. People, watching the warship from the New York and Brooklyn shores, joined in with long, loud shouts. The jackies and marines who thronged the decks and turrets of the vessel waved their scarfs in response and sent back answering cheers, and the hoarse whistle of the Texas screamed back the salutations that came from every side.

Capt. John W. Philip stood upon the vessel's bridge, and beside him stood Lieut. Commander Giles B. Harber, the executive officer. Upon the quarterdeck a group of officers were gathered. Now and then they would give way to the enthusiasm and cheer like the men.

The warship cast anchor first off Tompkinsville, but remained there only long enough to take mail and dispatches on board. Then she passed up the river to the navy yard.

When she reached there the cob dock was crowded with bluejackets and marines, who greeted their fellows with enthusiasm and welcomed them with joyous cheers.

Relatives See the Heroes.

Willing hands did the work of securing the vessel to her moorings at the dock, and as soon as the gangways were placed in position hundreds of relatives of the men aboard rushed to embrace the heroes who had fought so nobly and successfully in the cause of humanity.

Permission to see and talk with them was generally granted up to 4 o'clock. After that hour, however, no more persons were allowed on board upon any pretext. This order excluded a large number who came late, and occasioned them keen disappointment. In one instance a fight almost resulted between a guard and a would-be visitor, who said he had a brother aboard.

The Texas left Santiago last Monday. She passed Sandy Hook at 5:30 yesterday morning. An hour later she was opposite the Quarantine Station. The Health Officer went alongside in his tug, and inquired after the health of the officers and crew. Her surgeon reported all well, and the big battleship was permitted to proceed. A large package of Saturday's papers was thrown on board from the doctor's tug. They were frantically seized and read by the men, who were anxious to learn what had transpired in the West Indies since their departure. The prospect of a speedy peace did not please them.

The Injuries Not Serious.

It is uncertain how long the Texas will remain here. One of her officers said yesterday that he did not think more than five or six days would be required to put her in perfect shape again. She was in nowise seriously disabled. In his opinion, she was ordered to the navy yard simply because she alone of the battleships could be docked there at present. All the rest are too large. Her chief trouble is barnacles. It has been seven months since her hull was scraped. Most of that time has been spent in warm waters. As a result, she is very foul, and the Government wants to remedy this against the time of Watson's departure for the coast of Spain, and she will probably be one of the fleet, if he goes.

So far as the injuries sustained in battle are concerned they are comparatively trivial. The most serious resulted not from Spanish shells, but from the firing of her own big twelve-inch guns. Their concussion slightly sprung the bulkhead which forms the after portion of the forward gun house, and on the starboard side loosened a number of rivets and stanchions and depressed the deck.

In addition to this the Texas is suffering from a dent in her bottom plates, which was caused by striking a reef at Dry Tortugas last March.

The effect of Spanish gunnery is more apparent, but not as serious. There is a hole in the port bow where a 6.4-inch shell entered. This missile penetrated bulkheads, partitions, &c., and brought up in the forward six-inch gun room on the starboard side, where it exploded, killing Frank Blakeley, a first-class apprentice, whose home was in Lawrence, Mass., and wounding eight others. It was the only death-dealing missile which struck the Texas during her fighting term, as none of the other men who were wounded succumbed to their injuries. A piece of the shell which killed Blakeley hit John Lively, a landsman, in the leg and inflicted a dangerous and painful wound. His fellows said yesterday that a man bearing such a name should have no difficulty in evading death. Lively was limping around the gun deck yesterday afternoon, and when asked about his mishap made light of it and said he would soon be all right again.

Effect of Another Shell.

On the starboard side, just forward of the 12-inch turret, is another hole. A 6.4 shell struck there, and went through the ash hoist and into the smokepipe, where it exploded. This was during the fight with Cervera's fleet, and Capt. Philip and a number of officers were on the bridge at the time. Soot was blown all over them, and, indeed, over all the ship, causing much fear as to what had occurred. When the real extent of the damage was ascertained, however, the incident was treated as a joke, and much laughter was occasioned.

Several shots took effect on the bridge and other parts of the superstructure, but nearly all traces of the damage done by them were removed by the mechanics aboard, who patched up the splintered ironwork while the vessel was steaming north on the homeward trip.

On the way up the Texas made only about nine knots an hour. This slow speed was due to the poor quality of the coal she had. It was of the worst kind, and the men and officers frequently declared that had the American vessels been supplied with such fuel when Cervera made his dash for liberty the Spanish fleet would surely have escaped. Fortunately, the vessels had filled their bunkers with good Cumberland coal a few days before.

"The Texas may have had the reputation of being hoo-dooed," said one of the men yesterday, "but you can't persuade any man aboard of her now that she isn't the mascot of the navy." Capt. Philip made a similar declaration. On the eve of his departure for Cuba he asserted that the Texas was not under the influence of any evil star and would prove it.

Saved by a Barnacle.

"Yonder," he said yesterday, pointing to a submarine mine on the forward deck, "is the proof. That mine came out of Guantanamo harbor. It had a hundred pounds of guncotton in it, and was just waiting for some vessel to come along. We came and we struck it, and we are still all right. The thing that saved us, as we ascertained by an examination after taking it up, was a barnacle which had been deposited on the plunger and prevented it from working. And that one thing was the only possible thing that could have saved us. I don't think that shows the influence of an evil star."

Souvenirs of the vessel's different engagements are in evidence, and are shown with much pride to visitors. One of these is the Viscaya's searchlight, and another is the searchlight of the Maria Teresa.

The gunners who work the giant starboard twelve-inch gun have ornamented the brass stopper in its mouth with the names of the targets at which the weapon has been fired. The list is as follows: Cabanas, Pinton and Terror, Guantanamo, Santiago, Maria Teresa, Vizcaya, Reina Mercedes, Cristobal Colon, La Zocapa, Oquendo.

Twenty-two sick sailors and marines were brought back from the squadron by the Texas, and they were all transferred to the [illegible] Hospital, adjoining the navy yard. Dry dock No. 2 is in readiness for the [illegible]. She will be docked to-day, and a [illegible] of survey will inspect her injuries.

RAILWAY COLLISION IN CUBA.

Three Lives Lost and Over Twenty Spanish Soldiers Injured.

HAVANA, July 31.—On the morning of July 25 a collision occurred on the railway near Encrucijada, Province of Santa Clara, resulting in the loss of three lives and injury to twenty-nine persons. The killed were a bugler and two soldiers. Of the injured four were employes of the road, and the others were a Colonel, a Captain, and two Lieutenants of the army, a physician, and twenty private soldiers. Ten of the latter were seriously hurt.

WILL PAY ITALY'S CLAIM.

President of Colombia Asks Congress to Accept the Award.

COLON, Colombia, July 31, via Galveston, Texas.—An official dispatch from Bogota was received at Cartagena last Tuesday, the 26th, confirming the report of the probability of an early settlement of the Cerruti affair. President Caro, having unwillingly accepted the inevitable, has submitted to Congress and the Executive a resolution to accept in full the conditions of President Cleveland's award.

It is understood that a similar dispatch was cabled to Rome. The Italian warship Calabria sailed for Santa Marta, Colombia, and not for Mexico, as previously reported. Another warship is at Sabanilla, while two others still remain at Cartagena. The most cordial relations continue between the shore and the Italian squadron.

THE SITUATION IN CHINA.

Continued Riots Cause Alarm Among Our Consuls There.

TACOMA, July 31.—The steamer Tacoma, just in from Chinese ports, brings the following advices:

The American mission school in the Haippong district, Kwang Tung Province, has been burned by natives.

The United States Consul at Canton has appealed to the Viceroy to send troops to quell the rioting there.

The negotiations over the Shashi affair have been concluded. China is to pay 15,000 yen as indemnity, besides 75,000 yen, being a moiety of the expenditures of the settlement.

A very serious riot has broken out in Kiaug-See.

Minister Yong Ki has been transferred to the Seoul Ministership of Finance, while Sin Sun Tak has been appointed Minister of War. The treaty for the Luh Ban Railway, the construction of which is to be undertaken by the Belgian syndicate, was signed July 1.

The Russian Minister has publicly objected to the borrowing of funds from England for the construction of the railway connecting Shan Hai Kwan and New Chwang.

IN FOREIGN LANDS.

FRANCE TO REPRESENT IN MANOEUVRE THE OPERATIONS AROUND SANTIAGO.—France will be the first country to repeat in naval manoeuvres some of the problems lately solved by the navy of the United States. Early this week M. Lockroy, the Minister of Marine, will go to Brest in order to be present at the series of important manoeuvres carried on by a combined naval and land force. The naval force will include the entire North Fleet; the land forces, placed under the command of Gen. Dodds, will be composed of the Second Brigade of Marine Infantry, the batteries of the Second Regiment of Marine Artillery, stationed at Brest, a battery of field artillery, and a battalion of infantry. The militia of the port will co-operate in the manoeuvres. The operations will be of two kinds—operations by sea and operations against the land with tentative landing at a given point on shore. The port of Brest, situated at the end of a deep bay, is in a certain way analogous to Santiago de Cuba. The aim of the manoeuvres will be in the first place to develop the problems presented before the Cuban port, and in the second to test the impregnability of the port of Brest against attacks made by sea and lanl. Similar operations will be carried on before Cherbourg toward the end of the month. The situation of the neighboring Island of Cotentin offers great facilities for the landing of troops covered by the fire of the warships, and communication between the military port of La Manche can be easily cut off.

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HYPNOTISM BEFORE THE COURT OF THE QUEEN'S BENCH.—The civil chamber of the Court of the Queen's Bench in London confined itself week before last to a strange case in which hypnotism played an important part. At Blackpool, in the County of Lancaster, lived an old woman named Henrietta Howard, who, being estranged from her son John, left her entire fortune, of over £600,000, to various charitable institutions and to a young physician, Dr. George Kingsbury. Kingsbury had for his part £2,920. He is a well-known authority on hypnotism and has published a work on the subject of accepted merit. John Howard asked the court to declare the will null and void, alleging that Dr. Kingsbury between 1883 and 1887 had several times placed his mother in a hypnotic trance, and that while in one of these trances she had been made to make her will through suggestion. Dr. Kingsbury denied that the thing was possible. Each party in the case called as witnesses a number of medical specialists, no two of whom absolutely agreed either on the theory or the practice of hypnotic suggestion. Finally Howard's lawyers forced Dr. Kingsbury to contradict himself. They had read in court certain pages in the doctor's book on hypnotism, passages in which he asserted it to be very easy to do what he declared to the court to be impossible. Dr. Kingsbury undertook to explain this contradiction. He called to his aid the physicians who had borne witness in his favor. Mr. Howard also recalled his witnesses, and the mêlée was renewed until the Judge said that he doubted whether a sane and intelligent jury could render a verdict in the case except by hypnotic suggestion. He adjourned the case in order to give the jury time to study up on the subject. A verdict was finally rendered in favor of the plaintiff.

⁂

THE LEGALITY OF CYCLING IN ENGLAND.—The Gazette of the Cyclists' Touring Club of London has entered a controversy with The Law Journal, alleging that it is illegal to ride a bicycle without having some person on foot or on horseback to guide the machine. The Law Journal at once joined issue over this allegation, saying that its contemporary based its statement of law on Section 78 of the Highway act of 1835, which declares that if the driver of any carriage shall ride upon any horse drawing it, on any highway, not having some other person on foot or on horseback to guide the carriage, he shall be liable to a penalty. The Local Government act of 1888 declares generally that bicycles are "carriages within the meaning of the Highway acts." The Law Journal continues seriously, as follows: "We do not think that a general declaration such as that of the Local Government act makes a provision of the Highway act apply to cyclers, which, on the face of it, is only applicable to carriages drawn by beasts of draught. In interpreting acts of Parliament the courts do not willingly give support to Mr. Bumble's axiom that 'The law is a hass.' And we doubt whether a cyclist who leaves his machine resting against a gate on the highway has committed an offense. It is obvious, from a perusal of the act, that the object of the prohibition is to prevent beasts drawing carriages from being left unattended on the highway. Under what provision of the act it is unlawful for a cyclist to lie down near his machine (when it is not causing an obstruction) we have entirely failed to discover."

⁂

MOVE AGAINST POKER IN VIENNA.—The craze for playing poker has of late increased to such an alarming extent in Austria that the authorities are about to banish it from the land. It was the game of the café, and the man without a private hobby or the comforts of home life sought his solace in the fascination of what the Viennese declare to be the most irresistible card game of modern times. In Vienna it has become one of the great sins of the people. It filled up the private life and leisure moments of the family. "Crimes that have been committed in its name in Vienna would make up a story more wierdly fascinating than the records of even 'Roaring Camp,'" says a French editor, who evidently admires Bret Harte. It must, therefore, go, say the authorities, who are about to prohibit it as a game coming under "Hazard-spiel." Although public opinion is generally in favor of the prohibition, the methods of the authorities, it is said, will involve a great many complications, owing to the circumstance that poker players have been pronounced "Not guilty" when araigned before the law. These decisions, in the absence of any appeal, virtually released poker from the stigma of being a game of hazard. In Vienna there is not a café where poker is not the rage, and it is expected that the hundreds of cafétiers will raise a protest against the new regulation.

TREMONT'S SHAKY STATION.

The Walls of the Thirty-seventh Precinct House Are in a Dangerous Condition.

The Thirty-seventh Precinct Police Station, located on Bathgate Avenue, near One Hundred and Seventy-seventh Street, is in a dangerous condition, and unless something is done speedily the building, many policemen say, will collapse of old age and general debility. The station house is one of the oldest buildings in or about Tremont. It stands on a high ledge of rocks, where it has been left by the cutting down and grading of the surrounding streets and avenues. It is, therefore, conspicuous, and one does not have to get very close to it to see its dilapidated condition.

Recently an excavation for a cellar was begun on Bathgate Avenue next to the station house on the south side. In order to get down to the proper level it was necessary to cut deeply into the ledge of soft stone on which the station house stands. The result was that one day a wide crack suddenly appeared in the south wall of the old building, running from Capt. Schmittberger's office to the rear wall. An investigation was at once made and it was found that the entire south wall was gradually settling.

In order to prevent further sinking two heavy beams were run through the basement where the cells are located, making it impossible to use them, and now all prisoners are transferred to the Thirty-sixth Precinct, at One Hundred and Fifty-eighth Street and Third Avenue, which is also cramped for room.

A few days ago another dangerous crack appeared in the north wall of the structure. Here excavations are being made for the new St. Joseph's Roman Catholic Church. The ledge of rock here, as on the south side, is soft, and again the foundations have been affected.

The condition of the building was reported to the Building Department, and an Inspector, on seeing the wall, ordered it shored up immediately. It was also deemed wise to remove the men's beds from that portion of the dormitory. The wall is considerably out of plumb, and the men are not in a very contented state of mind over the state of affairs.

LITTLE GIRL DASHED TO DEATH.

Platform of a Fire-Escape on Which She Was Playing Tipped Up.

Three-year-old Vivian O'Dell fell from a fourth-story fire-escape at 248 West One Hundred and Twenty-fourth Street last night and was killed. The child and her baby brother, Charlie, were playing at the extreme end of the escape platform, when Mrs. O'Dell noticed that the latter had become loosened from the wall. She cried to the children, but as she did the platform tipped up and was balanced on a centre bar of the escape. The mother, with a cry of anguish, reached out, clutched the youngest child with one hand and the railing of the escape with the other. As she did so the platform tipped up, so that little Vivian slipped off and was dashed to the yard beneath.

Tenants who had heard the screams of the mother found the child in the yard. She was taken to the family's rooms and an ambulance called from the J. Hood Wright Hospital. The child died, however, in a few minutes. The mother was hysterical when her husband, who had been out for a walk, returned just as the ambulance reached the house. O'Dell fell in a faint when told what had happened.

The police asked the Coroner to make an investigation, so as to determine who is responsible for the condition of the fire escape.

NO CONFERENCE OF DEMOCRATS.

So Say Messrs. Croker, Murphy, and Hill, Now at Long Branch.

LONG BRANCH, N. J., July 31.—United States Senator Murphy, Richard Croker, and ex-Senator Hill, who are stopping in the vicinity of Long Branch, to-day denied in emphatic terms that any conference of New York State Democratic leaders had been held at any of the New Jersey Summer resorts yesterday or to-day. They all united in saying that no conference is contemplated at the present time.

Ex-Senator Hill, who is stopping at Normandie-by-the-Sea, said that he had no additional statements to be given out for publication. Mr. Croker, who is a guest at Senator Murphy's cottage at Elberon, says that he is at the sea shore merely for purposes of rest and recreation. He expects to leave for Saratoga and the Adirondacks in a day or two.

Illness of Hugh McLaughlin.

Hugh McLaughlin, who has been ill for some time, was strong enough yesterday to take dinner with his family. It is thought by his physician that he will be able to leave for Jamesport, L. I., his Summer home, in a few days. When a reporter called at the house yesterday he was told that Mr. McLaughlin had had nothing to do with politics since his illness began, and that he had not read a paper except to ascertain the progress of the war.

INDIANS CONFESS FIVE MURDERS

They Say They Expect to Die for Their Crimes.

PORT ARTHUR, Ontario, July 31.—The Moses family of Indians, from Heron Bay, who are accused of a number of atrocious murders, have made a full confession of their crimes.

Six years ago they murdered two men named David, father and son, and then, this crime being discovered by three Frenchmen, they murdered them as well, taking their bodies out into Lake Superior in a boat, and scuttling it after tying stones to the bodies.

They have just been tried for their crimes, the story of which was told in evidence by the sister of the murderers. The confession says that the story told by the sister is true, and that the murderers expect to die for their crimes.

American Municipal League.

DETROIT, July 31.—Several delegations of Mayors and Councilmen arrived from the West to-day, and to-night a party came in from various cities in New York, Connecticut, and New Jersey to attend the American Municipal League Convention. Montreal, Ottawa, and other smaller Canadian cities are represented. A meeting of the Executive Committee was held this evening, at which reports were submitted and routine business disposed of. Probably 100 persons entitled to seats in the convention had arrived up to to-night.

Lightning at Egg Harbor City.

EGG HARBOR CITY, N. J., July 31.—A thunderstorm which passed over this place this afternoon was very severe. Lightning struck in a number of places. The Aurora Saenger Hall steeple was struck, and the bolt traveled downward and entered the hall, where a number of persons had assembled. No one was hurt, but there was considerable excitement. How seriously the building is damaged is not yet known. The New York Hotel and the American Hotel were struck, but not seriously damaged. Considerable damage was done by rain and hail in the surrounding farming districts.

Heat Fatality at Newark.

NEWARK, N. J., July 31.—An unknown man, who succumbed to the heat on Market Street last evening and subsequently died at St. Barnabas's Hospital, awaits identification at Hollis's Morgue. The man is about thirty-two years old, short, light build, and had a small light mustache. He was evidently a mechanic, and his hands are stained as though by hat dye.

Immigrant Killed by the Heat.

Patrick Kelly, with his wife and three children, arrived in this country three weeks ago. They found a home at 137 Provost Street, Jersey City, and Kelly secured work in the Erie Railroad freight yard. While passing through Thirteenth Street yesterday he was prostrated by heat. He was taken to St. Francis's Hospital, where he died at 4 o'clock.

Two Bodies Recovered in Newark Bay.

The bodies of A. Chabriel and W. J. Reeves, Jr., of Jersey City, who were drowned through the sinking of their launch by the steamboat J. S. Warden on Friday night, were found floating in Newark Bay yesterday by a boating party and taken to Bayonne, where they were subsequently removed to Jersey City.

THE WAR AGAINST SPAIN

Subject of an Address by Fidel G. Pierra at the Baptist Temple, Brooklyn.

AMERICA'S ACTION JUSTIFIED

The President of the Cuban Bureau of Information Reviews the Causes of the Conflict and Lauds Our Magnanimity.

The Baptist Temple in Brooklyn was crowded to the doors last night, when Fidel G. Pierra, President of the Cuban General Bureau of Information, delivered an address on the war with Spain. Mr. Pierra returned from Washington a few days ago, after being in consultation with President McKinley.

The meeting was opened by the Rev. George N. Thomssen of India, who has been occupying the pulpit in the absence of the pastor, the Rev. Cortlandt Myers. Mr. Thomssen made a short address on the physical conditions of Cuba, which was illustrated with several stereopticon views, among which was a picture of the Maine.

Mr. Pierra took as his subject "The War With Spain, as It Appears from the Standpoint of International Law, of Justice, and of Humanity."

"Success, always a very effective argument," said he, "has silenced many of the objections which at first were urged against this war; but there are yet some persons who are inclined to question the rightfulness and justice of it. What right, they ask, had the United States to interfere in the affairs of Cuba? What right to tell the Spaniards to quit the island and to dispossess them of a territory which they had held during several centuries? Is such an act, they again ask, sanctioned by the principles and rules which should always determine the relations among nations, or, in other words, does international law offer any justification for the act?

"My answer is that the Government of the United States is fully justified in what it has done and in what it is now doing. There was a time when intervention, based on the ground of humanity alone, would have been considered unjustified and wrong; in fact, it would not have been attempted, for it could not be conceived. At that time the bonds which united mankind were few and weak. The moral sensibilities were little developed. The sense of kinship between the inhabitants of one country and those of another scarcely existed. At that time, intervention could only be justified when the unlawful acts committed by a people among themselves, or by their sovereign against them, threatened the peace, endangered the security, or caused material injury to the intervening nation.

Conditions Now Different.

"But things have undergone a great change. We are not, and we cannot be if we would, indifferent to the sufferings of our fellow-beings, even if they are the inhabitants of a distant country, much less so when they are our next-door neighbors. Their sufferings affect us deeply, and we likewise suffer with them. And if those sufferings are unlawfully and willfully inflicted by a tyrannical and reckless power, who can deny us the right to intervene in order to stay the hand of the tyrant, to relieve our neighbors from their sufferings, and to relieve ourselves from the pain which those sufferings give us? It is an act of self-defense as well as an act of humanity. We defend ourselves, and we defend our fellow-beings. Intervention intended to achieve such a result cannot be questioned, it is unassailable. As Sir James McIntosh said in 1823: 'Whatever a nation may lawfully defend for itself it may defend for another people if called upon to intervene.'

"But the United States had, besides, other reasons and other grounds. The war in Cuba was a perpetual source of irritation and annoyance for this country, and an unnecessary cause of expenditure of money. The proximity of the island was a great inducement for one of the contending parties to use the territory of the United States as a basis of operation, the Government was compelled to keep a constant watch in order to prevent any military expeditions from leaving its shores, and the long coast line had to be incessantly patrolled by revenue cutters and war vessels. In less than three years several millions of dollars were expended for that purpose.

"On the other hand, American citizens were unlawfully imprisoned by the Spanish Government in Cuba and confined in filthy dungeons. In some instances they were tortured, and in some they were even assassinated.

"And that is not all yet. A large proportion of the sixty or seventy millions of American capital invested in Cuba had been destroyed, and the balance was likewise threatened with destruction. The commercial interests of the United States during the three years had suffered losses amounting to over $300,000,000, and the continuation of the war was sure to add every day fresh millions to those losses. Were not American property holders in Cuba and American merchants entitled to protection by their Government?

Spain's Cruel Repression.

"What else could happen? What else was needed to justify the intervention of the United States in Cuba? Spain had shown her incapacity to re-establish peace and order in the island, peace and order which her iniquities had disturbed and destroyed; during three long years she had been allowed to commit under the pretext of military necessity every imaginable villainy. She had burnt and destroyed all the cottages of the small farmers and their fields as well; she had burnt and destroyed all the hamlets, villages, and small towns; she had deported, she had slaughtered, and she had starved to death thousands upon thousands of the inhabitants of the country, and she had shocked the moral sense of mankind with a spectacle of indescribable savagery.

"When urged by the United States to put an end to such monstrosities, she feigned willingness only the better to deceive the American Government. She never intended to do what she had been requested and what she had promised. Finally, her deception was made known by her own Minister, and to crown the work of iniquity, the Maine was blown up in the Harbor of Havana if not with the connivance of the Government, certainly with the assistance of some of the officials. This heinous crime alone was sufficient and more than sufficient to justify the United States in demanding of Spain to withdraw altogether from the Western Hemisphere, which she polluted with her presence, and to compel her to do it if she refused.

"I know of no case in which so much forbearance, so much magnanimity, and so much generosity have been shown as the United States has shown toward Spain. And Spain, with that infatuation and stupidity peculiarly her own, mistook it all for weakness and cowardice. 'The Americans will not fight,' said her politicians and her newspaper writers; 'the Americans are a Nation of shopkeepers and traders; they will not dare to face a warlike people like the Spaniards, and, if they do, woe be to them!' And they believed what they said and what they wrote, and because they believed it they made war inevitable, and are receiving the punishment which they deserved.

"In conclusion let me repeat that I am firmly convinced that the conduct of the United States from the standpoint of international law, of justice, and of humanity is undisputable, unassailable, and absolutely justified."

At the conclusion of the address the congregation united in singing the "Star-Spangled Banner."

Marcus Mason Dead.

Marcus Mason of San Francisco, who died at the French Hospital in this city Saturday afternoon, was well known in California, and also in Central and South America, where he had been for many years interested in machinery for the preparation of the coffee bean for market. He had visited the republics of those countries yearly since 1857, and was a pioneer in the introduction of American machinery there. He maintained a business house in New York and a factory in Worcester, Mass., had a plantation in Costa Rica, and a farm in California. He was born in Vermont in 1827, and was a mechanical engineer and an inventor. He leaves a wife and two daughters, one of the latter being married to George Osbourne, an actor.

Newfoundland to Have a Vote.

ST. JOHN'S, N. F., July 31.—The Premier of Newfoundland, Sir James Winter, writes from London to his Ministerial colleagues here, announcing his appointment as a member of the commission to settle the difficulties between the United States, Canada, and Newfoundland. He will be entitled to a full voice on the questions of the Atlantic Coast fisheries, reciprocity, and other subjects directly interesting this colony.

THE BANKRUPTCY LAW.

Lawyer Harlock Fears the Act May Cause Trouble Before the Supreme Court Convenes.

Considerable anxiety now exists among lawyers and business men, it is said, as to the course of the new bankruptcy law, which goes into effect to-day or to-morrow. Many fear that certain sections of the new law cannot be operative until the Supreme Court establishes a set of rules. The law was not passed until after the Supreme Court had adjourned, and the court does not convene again until October. In the meantime no decrees of bankruptcy can be issued by the United States District Courts.

If their apprehensions should prove true, lawyers assert that fully 200,000 persons will be affected, and business men whose commercial relations have become strained will be placed at the mercy of their creditors, owing to an inability to obtain decrees of bankruptcy.

Waldegrave Harlock, a New York attorney, said last night in reference to the law: "I certainly believe the new law involves complications and embarrassments for business men. I called yesterday at the office of the Clerk of the United States District Court for the Southern District of New York. I was informed that Justice Brown had concluded to allow creditors to file their petitions and schedules in bankruptcy for what they were worth, and have lawyers take their own risks in the regularity of these proceedings and the sufficiency of their papers. The court, however, will not allow anything further to be done upon those papers until the Supreme Court promulgates its rules, forms, and orders, as required by Section 30 of the new law."

Before hearing the decision of Justice Brown Mr. Harlock wrote to Senator Hoar and Representative Ray, who aided in the passage of the law. He called their attention to the point that Section 70 permits petitions for voluntary bankruptcy to be filed one month after the passage of the act, which would be Aug. 2; but that Section 30 makes it imperative for the Supreme Court to prescribe rules, forms, and orders as to procedure.

In reply Senator Hoar said that it was deemed inexpedient when the bill was passed to delay its operation until the court should convene in the Fall, but whether the Judges would agree on some simple rules in the meantime he could not tell. He added: "But I have no doubt that the statute will go on well enough for all practical purposes without any rules."

Congressman Ray was of a similar opinion. In his letter he said that the new law was so clear that no great inconvenience can be suffered from want of rules. He stated that petitions can be filed, and all preliminary proceedings be had without them.

According to Mr. Harlock there will be considerable confusion as to the exact date when the new law takes effect, opinion being divided between to-day and to-morrow. He said: "There seems to be a difference of opinion as to whether petitions can be filed on the 1st or 2d of August. The law provides that no voluntary petition can be filed until after the expiration of one month from the passage of the bill, which was on July 1."

Generally speaking, Mr. Harlock stated that there was trouble ahead for the bankrupts, and matters would not be cleared up for some time. He believes it possible that four months may elapse before adjudications will be made.

BATTLE FOUGHT IN ALABAMA.

Two White Men and Four Negroes Shot at Cusseta.

OPELIKA, Ala., July 31.—The little village of Cusseta, near here, was the scene last night of a serious and exciting time. Two prominent white men and four negroes were shot and several others narrowly escaped a similar fate. Political lines in the precinct are tightly drawn and party feeling runs high.

Last night it was understood that the Populists would have a negro rally meeting, and H. R. Mitchell, with a score of negroes of his following, went to attend the meeting. When he and his party arrived they were met and fired upon by Gus Avery, a negro, and his associates. Charles Morgan, Tom Combs, and John Hill were shot.

Mitchell returned to Cusseta and procured warrants for the arrest of the negroes who did the shooting. The party surrounded the house in which the offenders were thought to be concealed. The negro Populists opened fire from ambush and seriously wounded W. W. Meadows and W. J. Busby, both white men, and Will Floyd, a negro.

The spread of this news produced great excitement, and a negro uprising was thought to be imminent. Armed forces were telegraphed for to Opelika, West Point, and Lafayette. About 200 men, armed with Winchester rifles, shotguns, and pistols, responded to the call.

As the train from Opelika came up this force was marching out to the scene of action. It is not likely that anything more serious will transpire, but the election takes place to-morrow, and everything is at fever heat.

FIVE DROWNED AT A PICNIC.

Rowboats Collide on an Illinois River and Thirteen Occupants Are Thrown Out.

CHICAGO, Ill., July 31.—Five persons attending the picnic of the Chicago Cloakmakers' Union at Columbia Park were drowned in the Desplaines River.

Thirteen of the merrymakers were rowing about the river in small boats. In the centre of the stream the boats collided, and the whole party was soon struggling in the water. Rescuers hurried from the shore, but before they could reach the boats five persons had gone down for the last time.

Prince Victor Starts West.

Prince Victor Emmanuel left this city yesterday morning at 10 o'clock for Chicago. His luggage included several new gun cases and other articles of the hunt, and it is understood that he will take a long hunting trip in the Rockies in search of big game. From Chicago it is said the Count will go direct to San Francisco, but he intends to return by the way of Denver, and from there visit Durango, Col., in order to study the ruins of the Aztec cliff dwellers' houses in the Mancos Cañon below that point. From Denver the Count may travel South and visit Mexico.

La Bourgogne Victims Seen.

The Austrian steamer Aquileja, which came in yesterday from Mediterranean ports, reports that when in latitude 42 and longitude 60 she passed close to a lot of dead bodies with cork jackets and one life buoy marked "La Bourgogne, Havre." A small lot of wreckage was also floating about.

A Runaway in Chicago.

CHICAGO, July 31.—Ten young persons were seriously injured to-day by the overturning of a tally-ho at the foot of the Ogden Avenue viaduct. Fifteen persons were riding in the vehicle, bound for a day's outing at Riverside. While crossing the viaduct at Ogden Avenue the horses became unmanageable and rushed down the steep incline, bringing up against the curbing.

Taken with Cramps and Drowned.

NEWARK, N. J., July 31.—Frank Thomas of 322 Second Street, Harrison, rode from Passaic this afternoon on his bicycle, and on arriving home went to the Asphalt Dock and jumped into the river for a swim. He was overheated and was immediately taken with cramps and was drowned.

Man Drowned in East River.

Patrick O'Rourke, twenty-three years old, who lived at 290 Delancey Street, was drowned yesterday afternoon while swimming in the East River at the foot of Rivington Street. The body was not recovered.

Murder at Scranton, Penn.

SCRANTON, Penn., July 31.—Joseph Keller, a young carpenter, to-day shot and instantly killed Peter Meyers, the alleged proprietor of a "speak easy." They had quarreled about the shooting of some of Meyers's pigeons by Keller.

A Comprehensive Prayer.

From The Denver (Col.) Post.

A Denver tot closed her prayer with: "God bless papa and mama and Dewey and Shafter and Schley and Sampson and Teddy's Terrors, and I wouldn't be very hard on poor Admiral Cervera if I were you."

ARCHBISHOP WALSH IS DEAD.

He Was Apparently Well When He Retired Last Night.

TORONTO, Ontario, July 31.—Rev. John Walsh, Roman Catholic Archbishop of Toronto, died suddenly to-night of heart failure.

He was apparently well, although he was confined to his room with a sprained ankle. He was sixty-eight years of age and was a native of Ireland.

He was ordained in 1854 and was appointed rector of St. Michael's in 1859. He became Vicar General of Toronto diocese in 1862 and Bishop in 1867. On the death of the late Archbishop Lynch he was made Archbishop.

MISSING BROOKLYN GIRL FOUND.

Josephine Massonet Made Her Way to Newark and the Police Hold Her.

NEWARK, N. J., July 31.—A nine-year old girl who gave her name as Josephine Massonet of South Portland Avenue, Brooklyn, was brought to the First Precinct Station to-day by Policeman James Moore, who is detailed at Market and Mulberry Streets. The girl had been turned over to the policeman by a conductor of a trolley car. She had ridden on the car from Jersey City.

The girl told the police that she left her home two days ago for a walk, and was met by a man who bought her a glass of lemonade, gave her some pennies, and then put her on a trolley car for a ride. She could not tell whether she had been with the man all the time, and when asked where she had slept, stated that she had been walking around. The Brooklyn police were notified.

Stein and Metternich.

From The Westminster Review.

After the battle of Leipsic the allied sovereigns made Stein chief administrator of the hostile German provinces then held by their armies. He appeared at the Congress of Vienna by order of the Czar and urged the absorption of Saxony by Prussia, as a punishment for her French sympathies in the interest of other Germans. The countless small Princes were little to his taste, (although they had done something for letters and art,) and only seemed to him to keep a capable people back. But his Pan-Germanic aims did not quite please the representatives of other powers, and had to fall through. The Tory English statesmen believed too much in Metternich, (to the sorrow of Europe in the following age,) yet Wellington esteemed Stein and was not deaf to his suggestions.

Stein hated Metternich as heroes are apt to hate cynics—not because he was duped of the wine estate of Johannisberg, which had been promised him first as a reward for his labors.

"What a contrast," writes Dr. Neubauer, "there was between the two men! Stein was animated with the idea of calling the nations of Europe to a struggle for freedom; Metternich was a mistrustful foe of every popular movement. The one saw in the State a moral organism that served to raise and educate its citizens; the other viewed it simply as a mechanical end in itself, devoid of all soul and kept up by artifice and crafty calculation."

Yet it must be said in Metternich's favor that he did not return Stein's hatred, but explained it away as a part of his peculiar nature on reading his letters a year after his death. "No one," he wrote, "honored more than I the Baron's distinguished gifts both of mind and heart." Such an admission is remarkable from the pen of a rival with whom he had nothing in common. For Metternich has been well termed "a worldling of the eighteenth century," and could not bear enthusiasm any more than Talleyrand. It was left to his third wife to detect a hidden resemblance (of which the world knew nothing) between her dear Clemens and the Apostle Paul.

Italians in New York.

From Harper's Weekly.

The census of 1890 credited New York with an Italian population of 39,951, which has not been reduced in the last seven years. Mulberry Bend Park borders on a representative Italian quarter. In that region Italian signs, Italian shops, and Italian bankers abound; Italian mothers tend their children, usually busying themselves with something else at the same time; Italian laborers, for the moment unemployed, sit on the benches or talk together, usually with some apparent excitement, in groups in the street. Where there are Italians in numbers there is bound to be animation, and the Mulberry Street side of the Mulberry Bend Park is one of the most animated centres of New York.

Most of the Italians in New York are very poor and are ill-housed and coarsely fed, and have much apparently to lower their spirits. But they seem never to feel any worse than they can help. They are industrious and very frugal, and save money. Some of it they gamble away, and some of it is stolen from them by swindlers, but a good deal stays by them. Most of them were pinched by poverty before they came to New York, and knew worse things than they experience here. That seems to help their philosophy. At any rate, no part of the population of New York endures hardships with better grace or adapts itself more patiently and easily to its environment. If there is a chance to be happy, the Italian is prompt to improve it. If there is a chance to be miserable, he neglects it as far as he can. His wife and his children are like him in these particulars. They borrow no trouble. When the sun shines they bask in it, (provided it is not too hot;) when it rains they get under cover. They have plenty of society, and like it, and for what they cannot have they work and wait.

A Pet Florida Crane.

From Forest and Stream.

He stands at one side by the hour, just pluming himself, then gently picking at shoe buttons and finger rings. Occasionally he is indulged in a favorite pastime—that of taking the hairpins out of his mistress's hair.

In nature he is as gentle and affectionate as a kitten, and as he has never been teased he has no enmity for anything except a dog. One night he was attacked by a strange dog, and since then his hatred for any canine other than the home dog is intense, and as soon as his eagle eye detects a strange dog he gives a cry of alarm, and in the most quiet, sedate, but stately way walks out of range into some retired corner. He is more valuable than a watch dog, for at night, should any strange object intrude the premises, he quickly gives a warning in a voice so loud and clangorous as to wake even the "seven sleepers" themselves.

Dick has always been inordinately fond of his master, whom he makes every effort to please. It is at his command that he will dance, bowing and twirling in the most graceful manner; then circling with wings distended around the yard and back again to bow and courtesy as before. Another very pleasing recognition of his intelligence is the manner in which he always welcomes his owner. He recognizes the horse and carriage as far as his eye can reach, and long before the bird is in view his voice is heard trumpeting a greeting, which is continued until the master reaches the gate, when at the single command, "Louder, Dick!" he throws his head back and gives forth a long, gurgling note, indicating joy and pleasure. To no one else will he give this welcome. It is unique and peculiar—for his owner alone.

Need Not Clean Their Sidewalks.

From The Boston Transcript.

At an adjourned law term of the full bench of the Supreme Court of New Hampshire, held in Concord, an opinion was rendered to the effect that the ordinances compelling citizens to keep sidewalks in front of their residences clear from snow in Winter, is unconstitutional, and that the Legislature has no right to authorize the imposition of such a burden upon the people, which is, in effect, double taxation. It was held that this ordinance is in direct violation of the Constitution of the United States.

RAILROAD IN STATE FORESTS.

Attorney General Besought to Stop What Petitioners Call "Lawless Usurpation."

ALBANY, July 31.—United States Supreme Court Justice Alfred C. Coxe, C. D. Adams, J. C. McIntosh, and W. T. Dunmore have petitioned the Attorney General to stop what they style a "lawless usurpation" in the Adirondack forests by the building of a railroad without a charter. The railroad is to connect Clearwater and Racquette Lake. Clearwater is the first station north of Old Forge on the Mohawk and Malone Railroad, and the new road is believed to be a connection of this road. The plan is to run the road to Eagle Bay, on Fourth Lake; thence along Fourth and Fifth Lakes to Racquette Lake, a distance of nineteen miles. The projectors are said to be Dr. W. Seward Webb and the Thomson Lumber Company. The lumber company was prevented by the courts from floating its logs down Big Moose River past the property of W. S. De Camp. The company has thousands of logs in Township 8, just back of Eagle Bay Hotel, which it cannot get out because it cannot float them, and no highway is constructed through the forests by which they can be drawn to the saw mills.

The petitioners allege that the parties building this railroad are doing so with a complete disregard of Section 1,948, Sub. 3, of the Code of Civil Procedure, and add: "They are as a corporation in guise building and propose to operate a railroad without a charter and as private individuals for a personal and private business," acting as a corporation within the State without being incorporated, and exercising rights and privileges or franchises not given to them by the law of the State. Much of the route in Hamilton County is over State lands in the forest preserve.

The petitioners say that the "usurpers not only defy the Constitution of the State, but directly antagonize the Board of Fisheries, Game, and Forest in the discharge of its duties," and that they also defy the State Railroad Commissioners by refusing to become a corporation. Continuing, the petition says:

"Inasmuch as said railroad has been substantially finished from Clearwater to a point some distance into Township 8 and is ready for business to transport logs and will soon be in active use for that purpose through the forest during the dry time in the Summer and Fall, with all the attending dangers of fires, and inasmuch as it will be operated to the disturbance, discomfort, and grief of all good people of this State visiting the preserve to enjoy the peace, comfort, and rest that they should have in the magnificent park of the people, which has cost such vast sums of the public money, the Attorney General is besought to investigate this scandalous wrong and to discharge his duty to the people."

DIED.

KENNEDY.—At York Cliffs, Maine, on Sunday, July 31st, Rachel Lenox, daughter of the late David S. and Rachel C. Kennedy.

LAURENCE.—On Sunday, July 31, at Tuxedo Park, Julia Isabella Laurence, widow of Horace Waldo, in the sixty-sixth year of her age.
Funeral private.

MACLAY.—On Thursday, July 28, at Elberon, N. J., Robert Maclay, in the sixty-fifth year of his age.
Funeral services at Madison Avenue Baptist Church, Madison Av. and 31st St., Monday, Aug. 1, at 11 A. M. Please omit flowers.

THE BOWERY SAVINGS BANK,
NEW YORK, July 30, 1898.
The officers and Trustees of the Bowery Savings Bank are hereby requested to attend the funeral of the late Second Vice President, Mr. Robert Maclay, at the Madison Avenue Baptist Church, Madison Ave., cor. 31st St., on Monday, Aug. 1, at 11 o'clock A. M. JOHN P. TOWNSEND,
President.

PAINE.—In Brooklyn, N. Y., on the 31st ult., Jennie W., wife of Charles F. Paine, daughter of the late Whiting H. Hollister of Boston.
Prayers at 118 Montague Street on Tuesday, 2d inst., at 2:30 o'clock. Burial at Mount Auburn.

WOODLAWN CEMETERY.
Woodlawn Station, (24th Ward,) Harlem Railroad. Office, No. 20 East 23d St.

DEATHS REPORTED JULY 31.

Manhattan and Bronx.

Ages of one year or under are put down one year.

Name and Address.	Age in Y'rs.	Date Dth. July.
BOUGHAM, Charles, 2,548 8th Av.	3	29
BEVERIDGE, E. M., 411 W. 35th St.	49	30
BENNETT, Isabelle, 307 1st Av.	1	30
BRENNAN, Walter, 551 W. 54th St.	1	30
BIONDI, Alphonse, 82 E. 4th St.	50	30
BAUER, Reinhold, 2,096 8th Av.	57	30
BYRNE, John, 142 E. 83d St.	60	30
BLUME, Julius, 103 Eldridge St.	2	30
BRANDEJSKY, Aloise, 319 E. 73d St.	1	30
CLANCEY, James, 194 Franklin St.	30	30
CLARK, Harry E., Jr., 223 W. 16th St	1	29
COCHRANE, Grace A., Susquehanna, Penn.	26	30
COFFEE, James J., City Hospital	28	30
CIAMBELLI, Angiolina, 77 Oliver St.	7	29
CEVASEO, John, 78 Baxter St.	1	30
CHASANSKY, Joseph, 17 Forsyth St.	38	29
CORRIGAN, Hugh, 648 E. 16th St.	17	29
DOYLE, Cecilia, 20 Rector St.	1	30
ELLIS, Annie, 313 W. 141st St.	8	29
EBERHART, Amelia, 404 E. 76th St.	24	31
FUHSE, Florence, 517 E. 81st St.	1	30
GOLDSTEIN, Benj., 52 Chrystie St.	2	29
GOLDSTEIN, Francis, 81 Henry St.	55	30
GUENSTER, Katie, 45 1st St.	33	30
HUNT, Ethel B., 259 1st Av.	1	31
HUBERT, John H., 663 8th Av.	47	30
HYNES, Maggie, 656 Water St.	1	28
HART, James, 600 W. 43d St.	43	29
HUNTER, Louisa O., 47 West 94th	70	29
HALL, Maggie, 346 W. 36th St.	28	31
KIPP, William H., 1,716 3d Av.	51	29
KILBOY, William H., 372 Water St.	40	29
KUERINGER, Mary, 47 King St.	35	29
KISSMEYER, Diedrich, 987 Park Av.	22	30
LYNCH, Catharine, 1,757 3d Av.	65	28
LORAL, Tony, 6 Extra Place	4	29
LANGE, Gerson, 34 Willett St.	1	31
LOOS, Elizabeth A., 217 E. 102d St.	2	29
McCULLOUGH, Patrick, 305 E. 39th	32	29
McGRATH, Julia, Manh. State Hosp.	62	29
McSWEGAN, Mary J., 159 E. 49th St.	1	30
MARSICO, Concetta R., 123 Baxter St.	26	31
MEEHAN, Thomas, 220 W. 20th St.	64	29
MORRIS, Edward, 320 E. 44th St.	37	30
MULVANEY, Edward, 170 E. 70th St.	43	30
MOUNT, Arthur G., 419 W. 16th St.	1	31
MULLER, William, Randall's Island	1	28
MAHER, Annie, 63 So. Washington Sq.	30	29
MEYERS, Margaretta, 160 E. 118th St.	1	29
MUCKLE, Charles A., 305 W. 68th St.	36	30
MANZI, Augda, 167 Elizabeth St.	1	30
MUNDACH, Matilda, 34 Downing St.	33	29
MANHEIM, Lorena, 213 W. 13th St.	10	28
NORWEG, Emma C., 2,475 8th Av.	1	29
O'BRIEN, John, 444 W. 25th St.	1	29
OELLIG, Johanna, 453 E. 88th St.	48	30
O'DONNELL, Patrick, 310 W. 122d St.	60	29
O'REILLY, James S., 340 E. 70th St.	18	29
OLLENDORFF, Sophie, 342 W. 46th	36	29
PAYTON, William A., 2,246 5th Av.	1	30
PASCHERA, Adamo, 12 Varick Place	47	29
ROTH, Fannie, 6 Goerck St.	7	31
ROTH, Thea, 503 E. 118th St.	1	31
ROWE, Edward, 1,210 1st Av.	1	29
ROBUSTO, Leonora, 16 Franklin St.	60	30
ROYS, Mina A., 201 W. 43d St.	36	30
SHEA, James, 184 Park Row	35	27
SCHULTZ, Edward, 331 E. 5th St.	16	28
SHREINER, Frank, 855 1st Av.	1	29
SWEENEY, Jennie, 384 8th Av.	1	30
SEIDENBERG, George, 433 E. 16th St.	3	29
SIEBERT, Robert W., 410 W. 53d St.	4	30
STODDARD, Benj. R., 104 E. 114th St.	48	29
TIBBLES, Walter H., 102 W. 27th St.	51	30
WAHLSTADT, Henry, 89 2d St.	70	31
WIEPPERT, August R., 225 W. 148th	1	30
WILLIAMS, Anna, Bordentown, N. J.	12	29
WOBITO, Robert, 413 E. 9th St.	18	28
WILSON, George W., 52 E. 116th St.	47	30
WEINSTEUBER, Louisa, 155 Worth	23	29

Brooklyn.

Name and Address.	Age in Y'rs.	Date Dth. July.
ALLEN, George, 502 Gates Av.	28	29
ABBOTT, Elizabeth, 165 55th St.	88	30
BRENNAN, Rosie, 23 Bogart St.	1	30
BARTELS, Charles, 330 1st St.	38	29
BUCK, Margaret, 16 Conselyea St.	51	28
BOLES, Mary, 118 Roebling St.	3	30
CROSS, Samuel, Prospect Hill	33	28
DEVINE, Ann, 291 Gold St.	67	29
EBERSBERGER, Frederick, 243 Humboldt St.	1	29
EBERSTEIN, Louis, 152 Powers St.	72	30
FARRELL, Marcella, 113 Raymond St.	1	30
FARLEY, Mary, 94 Franklin Av.	40	28
GALLIGER, Bessie, 119 Boerum St.	2	30
GUMBART, William, 46 Sherman St.	70	28
GILROY, Francis, 51 Emmet St.	56	28
GARVEY, Steven, 41 Floyd St.	33	30
GARVEY, Thomas, 395 Central Av.	1	28
GARVEY, Anne, 30 3d St.	61	29
HOFFMAN, Elizabeth, 199 Montrose Av.	1	30
HILDEBRANT, Julius, 720 Bushwick Av.	42	30
HAMILL, Mary E., 43 S. 6th St.	68	30
KNIGHT, George, 780 Henry St.	1	30
LANGHERT, Joseph, 288 Bushwick Av.	2	30
LUNGER, Ida, 502 Gates Av.	23	29
LUTZ, Katharina, 945 Metropolitan Av.	58	29
LOGAN, Mary, 59 Meserole St.	3	30
MORRISEY, William, 251 Court St.	1	30
MAGNUSSEN, Charles, 145 52d St.	16	29
MILLER, Amelia, 77 Bush St.	65	28
MILLES, Eva, 53 Stockton St.	1	29
MULCAHEY, Jeremiah, 184 N. Portland Av.	71	30
MURRAY, Susan, St. Peter's Hospital	22	29
MORRISON, Althea, 79 Canarsie Lane	49	30
McGOWAN, Ann, 289 Front St.	50	29
McGRATH, Rose, 221 Greene St.	1	30
McDERMOTT, Henry, 225 Pacific St.	70	30
McBRIDE, James, 197 Adams St.	38	30
McKEEVER, Mary, St. Mary's Hos.	60	30
NOLAN, Walter, 176 Leonard St.	1	30
QUINLAN, Alice, 733 6th Av.	1	30
RUDOLPH, Alma, 145 Scholes St.	1	30
RIND, John, 1,124 Willoughby Av.	67	30
SCHROEDER, May, 344 2d St.	1	30
SCHOOMAKER, Emily, 87 Arlington Av.	23	29
SHUSTER, Theodore, 103 Stagg St.	3	30
SCHULZ, Edward, 85 Bleecker St.	5	29
WARD, Julia, 181 N. 7th	43	30
WANDER, Ludwig, 131 21st St.	64	30
WAGNER, Bernhart, 167 Marion St.	1	30

FINANCIAL DIRECTORY.

Chemical National Bank
270 Broadway.

National Bank of Commerce
CAP. AND SUR., $8,500,000. 31 Nassau St.

Hanover National Bank
CAPITAL, $1,000,000. SURPLUS, $2,000,000.
9 and 11 Nassau St.

The Nassau Bank
Corner Beekman and Nassau Streets.

Central National Bank
320 Broadway.

Continental Trust Company
30 Broad St.

NEW YORK SECURITY & TRUST CO.,
44 and 46 Wall Street.
CAPITAL, $1,000,000. SURPLUS, $1,500,000.

Washington Trust Company
Stewart Building, 280 Broadway.

PHILADELPHIA.

Fourth Street National Bank
Capital $1,500,000. Surplus $1,200,000.

BANKERS' CARDS.

American Express Co.
Established 1841. Capital, $18,000,000.
65 BROADWAY.

Issues **TRAVELERS CHEQUES** immediately available as funds everywhere.

Draws **FOREIGN DRAFTS** in Sterling, Francs, Marks, and **Money Orders**, on all parts of the Commercial World.

Makes **CABLE TRANSFERS** of money to England and the Continent.

These facilities are obtainable at all offices of the Company.

NORTON & TUNSTALL,
33 WALL STREET, NEW YORK.
Members of
NEW YORK STOCK EXCHANGE,
NEW YORK COTTON EXCHANGE.
STOCKS AND COTTON.
Investment Bonds and Securities.
Apply for Market Letter.

KOUNTZE BROTHERS,
BANKERS,
Broadway and Cedar Street, New York.
Deposit accounts received.
Advances made upon railroad, municipal and other approved securities.
Letters of Credit Issued.

FINANCIAL.

Metropolitan West Side Elevated Railroad Company
(OF CHICAGO.)
REORGANIZATION.

To the holders of First Mortgage Bonds and Coupons, and Capital Stock of the Metropolitan West Side Elevated Railway Company and of receipts and trust certificates issued by the Central Trust Company of New York therefor.

Pursuant to the provisions of the agreement of January 30, 1897, notice is hereby given that this Committee has prepared and adopted a plan of reorganization, and lodged a copy thereof with the Central Trust Company of New York.

Further deposits of the above-named First Mortgage Bonds and coupons and capital stock will be received by the CENTRAL TRUST COMPANY OF NEW YORK, 54 WALL STREET, NEW YORK, AMERICAN LOAN & TRUST COMPANY OF BOSTON, and the ILLINOIS TRUST & SAVINGS BANK OF CHICAGO, up to and including August 5th, 1898. Copies of the plan and agreement may be obtained at the office of any of the depositaries.

New York, July 13, 1898.

FREDERIC P. OLCOTT,
Chairman.
WALTER G. OAKMAN,
SAMUEL THORNE,
Committee.
ADRIAN H. JOLINE, Counsel.
J. N. WALLACE, Secretary,
54 Wall Street, New York City.

New York Central & Hudson River R.R. Co.
Mortgage 3½% Gold Bonds, 1997.

Referring to our circular of June 1st, 1898, offering to exchange various New York Central & Hudson River R. R. Co. bonds for the new Mortgage 3½% Gold Bonds, 1997, of the same Company, we hereby give notice that our offer to supply the new bonds at 104 and interest will be withdrawn AUGUST 4TH, 1898, after which date the rate will be 105 and interest.

J. P. MORGAN & CO.,
23 WALL STREET, NEW YORK.
J. S. MORGAN & CO.,
22 OLD BROAD STREET, LONDON.
July 26, 1898.

Ohio Southern Railroad Co.
1st Mtge. Six Per Cent. Bonds.

New York, July 25th, 1898.

Holders of the above-named bonds are hereby notified that under order of the Court of Common Pleas for Allen County, Ohio, the Ohio Southern Railroad will be sold under foreclosure of the first mortgage on August 20th, 1898.

Bonds will be received by the undersigned Committee to and including Wednesday, August 10th, 1898, upon the payment of a penalty of ten dollars ($10.00) per bond, after which date no bonds will be received except upon terms to be fixed by the Committee.

WILLIAM A. READ,
THOMAS DENNY,
SIMON BORG,
HENRY SANFORD,
E. S. HOOLEY.

C. I. Hudson & Co.
34 & 36 WALL STREET,
Members N. Y. & Chicago Stock Exchanges.
U. S. 3s
WHEN ISSUED
AND FINANCE ALLOTMENTS.

U. S. Bonds, All Issues,
BOUGHT AND SOLD.
HENRY CLEWS & CO.,
BANKERS, 11, 13, 15, & 17 BROAD ST.
Members N. Y. Stock Exchange.

BROWN BROTHERS & CO.,
NO. 59 WALL ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

Singer Mfg. Co. Stock, Nat'l Wall Paper Co.
STOCK BOUGHT BY
DAVID PFEIFFER, 18 Wall St.

THE FINANCIAL MARKETS

Unless some unexpected obstacle intervenes, liberal European buying orders are likely to appear in this market this week.

Advices from London indicate an expectation there that gold will have to be sent to the United States in large volume within the next sixty days, during the present month, unless some extraordinary financial arrangements can be made between banking interests in England and here. The exchange market may be so handled as to head off American imports of gold, but to prevent this natural movement will require efforts quite beyond what is usual.

⁂

European investors are likely to be favorably influenced toward American stocks and bonds by reason of the fact that danger of successful cheap money campaigning has disappeared, there no longer being apprehension in financial circles, either here or abroad, that Bryanism can make even a fair stand in the Congressional elections this Fall.

⁂

Commission houses generally agree that the market shows broadening tendencies. Out of town orders toward the end of last week were larger than has been the average for some time past. Boston and Philadelphia especially have become bullish.

COMPETITION AT DINNER.

Directors of the Sugar Trust and representatives of the new independent refineries are, according to Wall Street report, in close conference. It is averred that meetings were held in the vicinity of Wall Street during the latter part of last week, at which so much good feeling developed that the conferrees staid late and had dinner served in their private office.

OMAHA'S DIVIDEND.

An important meeting of interests identified with the St. Paul and Omaha Railroad will be held in Wall Street this week, with results that may have consequential bearing upon the company's dividend policy. Those insiders who are committed to an increase in the Omaha dividend to a regular 5 per cent. rate say no reason appears for changing their attitude or expecting disappointment. Mr. W. K. Vanderbilt is counted upon for co-operation.

BROOKLYN MONOPOLY.

Negotiations are in progress between representatives of the Brooklyn Rapid Transit and the Nassau Electric Companies which look to a merger of the two properties on a basis which will give to the Brooklyn Rapid Transit a complete monopoly of surface street railway business in and about Brooklyn. It is intimated that a consolidation agreement is close to execution, though insiders decline to discuss the matter. Developments may, however, be made public this week.

THE SHORT INTEREST.

In practically every one of the conspicuous stocks, railroad shares and industrials alike, the short interest seemed to have been extended at the end of the week. This is particularly noticeable in Manhattan, Sugar Trust, and two or three of the prominent Grangers.

In at least two of these stocks—Manhattan and Sugar Trust—there may be some urgent reasons for covering before long. There are operators on the long side of both stocks quite able to make the shorts scurry whenever that performance seems timely.

NEW YORK CITY BONDS.

Discussing the new $12,000,000 bond issue by New York City, the following observations are made by an authority:

The $12,000,000 of New York City bonds advertised by Controller Coler are the first that have been offered to the public since the taking effect of the Greater New York charter. These bonds are issued under even more favorable provisions of law than were those of the former City of New York. The latter could be exempted from local taxation in the County of New York, but the new bonds are by law exempt in all parts of the State from all kinds of taxation, except for State purposes, and the last-named form of taxation does not, under existing laws, fall directly on the individual citizen.

The recent discussion of the relation of the city debt to the constitutional limit of indebtedness ought not to have any effect on the price which these bonds will bring. In selecting the several classes of bonds which have been offered for sale, the Controller has successfully avoided certain doubtful points of law which might have been raised if other bonds had been included in the sale. Throughout this discussion no dissent has been heard from the proposition that the present City of New York is bound to issue bonds to pay for improvements for which valid obligations were incurred by the former city, prior to Jan. 1, 1898. All the bonds advertised for sale are to be issued for such improvements. None of the bonds has for its object the payment of liability on a contract not signed and registered on that date.

The debt-limit question has no practical bearing upon the city's ability to pay its debts. The 10 per cent. limitation of the State Constitution is purely arbitrary. Many European cities, whose bonds sell at extremely low rates of interest, are indebted far in excess of that amount. The City of Paris, which is far less populous and less wealthy than the present City of New York, has a bonded indebtedness almost twice as large, and the financial credit of the French capital is of the highest.

A peculiarly strong feature of New York City's finances is that the improvements for which its bonds are most largely issued—i. e., for docks and water supply—are essentially revenue-producing. From these two sources alone the City of New York derives an income of between $9,000,000 and $10,000,000 annually. These revenues are pledged to sinking fund purposes; and, as the returns on moneys invested are largely in excess of the interest paid on the bonds, it is manifest that, from a business point of view, every bond sold by the city for these purposes adds to rather than detracts from its financial strength.

Under the terms of the charter, registered bonds may be issued in any small sum that is a multiple of $10, it being the evident intention of the framers of that instrument that inducements should be offered to small bidders to make the city bond sales, in the true sense, popular loans.

AUGUST DISBURSEMENTS.

In computing August disbursements, The Daily Stockholder will say to-day:

"Interest becomes due and is payable to-day on bonds whose par value is $418,891,743, the amount of such interest being $9,439,381, as compared with $9,047,550 last year, $8,709,858 in 1896, $7,818,163 in 1895, and $7,794,644 in 1894.

"The disbursements on account of dividends are on stocks whose par value is $518,167,656, the payments aggregating $15,394,841, as compared with $14,266,932 last year, $13,886,463 in 1896, $14,113,116 in 1895, and $16,152,259 in 1894.

"Interest is also due on Government 4s and 5s, amounting to $3,500,000, so that, allowing for payments on bank and trust company securities, we can safely count on total disbursements of $30,000,000."

TRANSACTIONS IN JULY.

Transactions in railroad and miscellaneous bonds on the Stock Exchange during July aggregated $71,226,260, against $70,140,060 in June, $54,090,160 in May, $27,855,020 in April, $50,844,870 in March, $95,671,910 in February, $92,990,200 in January, and $53,234,070 in July last year.

The dealings in Government bonds were the largest of the year, due to the heavy trading in the new 3s, "when issued." Sales aggregated $2,557,600, against $361,500 in June, $401,000 in May, $1,111,300 in April, $913,800 in March, $463,500 in February, $806,900 in January, and $522,700 in July, 1897. The dealings in State bonds amounted to $133,500, against $197,400 in June, $159,500 in May, $77,000 in April, $259,300 in March, $159,800 in February, $112,000 in January, and $210,000 in July, 1897.

Of all classes of bonds the total was $73,917,360, against $70,698,960 in June, $54,650,660 in May, $28,543,320 in April, $52,017,470 in March, and $53,966,770 in July last year.

The transactions in stocks were the smallest of any month of the year, aggregating 4,784,803 shares, against 9,100,697 shares in June, 9,174,552 in May, 5,996,908 in April, 9,947,661 in March, 8,978,576 in February, 9,216,694 in January, and 7,011,657 in July last year.

Total transactions in railroad and miscellaneous bonds since Jan. 1 amount to $462,818,420, against $256,534,788 for the corresponding period last year; in Government bonds, $4,615,600, against $7,807,850; in State bonds, $1,098,600, against $1,067,000. The total in all classes of bonds is $467,082,620, against $265,409,638 in the same period last year, an increase of $201,622,982.

Stock transactions since Jan. 1 aggregate 57,199,882 shares, against 32,437,883 for the corresponding period last year, an increase of 24,761,999 shares.

THE BULLION MARKET.

The following is a comparison of the average of bullion in the principal European banks last week and at the corresponding date a year ago. These figures are received weekly by cable by The Commercial and Financial Chronicle:

	Gold.	Silver.
BANK OF ENGLAND.		
July 28, 1898	£35,283,046	......
July 29, 1897	36,618,462	......
BANK OF FRANCE.		
July 28, 1898	74,873,817	£49,520,824
July 29, 1897	80,776,536	49,060,425
BANK OF GERMANY.		
July 28, 1898	28,511,000	14,683,000
July 29, 1897	29,851,000	15,120,000
RUSSIA.		
July 28, 1898	110,829,000	4,820,000
July 29, 1897	98,004,000	4,582,000
AUSTRIA-HUNGARY.		
July 28, 1898	35,064,000	12,637,000
July 29, 1897	37,010,000	12,860,000
SPAIN.		
July 28, 1898	10,218,000	5,838,000
July 29, 1897	8,983,000	10,720,000
ITALY.		
July 28, 1898	14,783,000	1,899,000
July 29, 1897	15,154,000	2,572,000
NETHERLANDS.		
July 28, 1898	3,701,000	6,823,000
July 29, 1897	2,682,000	6,948,000
BELGIUM.		
July 28, 1898	2,940,000	1,474,000
July 29, 1897	2,780,000	1,390,000
Total for the week	£315,711,863	£96,204,824
Total preceding week	316,640,670	96,177,824
Corresponding date last year	306,306,966	102,947,425

TREASURY STATEMENT.

WASHINGTON, July 30.—Following is a statement of the condition of the United States Treasury and the receipts and expenditures of the Government on the 30th day of July, 1898:

CASH IN THE TREASURY.			
Gold coin	$126,924,293.12		
Gold bullion	98,574,434.07		
		$225,468,727.19	
Outstanding gold certificates	$37,257,149.00		
Less gold certificates in Treasury	1,592,000.00		
		35,665,149.00	*$189,803,578.19
Standard silver dollars	$401,822,408.00		
Silver bullion	790,836.60		
		$402,613,244.60	
Outstanding silver certificates	$398,922,504.00		
Less silver certificates in Treasury	10,218,362.00		
		388,704,142.00	13,909,102.60
Standard silver dollars of 1890	$3,133,589.00		
Silver bullion of 1890, (cost)	97,079,691.00		
		$100,213,280.00	
Less outstanding Treasury notes		100,213,280.00	
United States notes		$69,085,137.00	
Outstanding currency certificates	$23,075,000.00		
Less currency certificates in Treasury	620,000.00		
		22,455,000.00	46,630,137.00
Treasury notes of 1890	$4,230,352.09		
National bank notes	4,526,453.48		
Fractional silver coin	11,952,248.58		
Fractional currency	32.42		
Minor coin	1,296,221.70		
Deposits in National banks	57,532,923.51		
Bonds and interest paid	5,792,805.21		
		$85,330,942.40	85,330,942.40
			$335,673,760.19
Less National bank 5 per cent. fund	$8,006,984.14		
Outstanding checks and drafts	10,714,200.41		
Disbursing officers' balances	50,922,394.81		
Post Office Department account	2,875,170.11		
Miscellaneous items	2,218,067.43		
		$74,736,766.90	74,736,766.90
Available cash balance, including gold reserve			$260,936,993.29
RECEIPTS.	This Day.	This Month.	This Fiscal Y'r.
Customs	$870,905.29	$15,169,680.96	$15,169,680.96
Internal revenue	1,266,960.12	26,170,697.29	26,170,697.29
Miscellaneous	103,551.99	2,506,730.33	2,506,730.33
Total receipts	$2,241,417.40	$43,847,108.58	$43,847,108.58
EXPENDITURES.			
Civil and miscellaneous	250,000.00	12,060,000.00	12,060,000.00
War	384,000.00	34,114,000.00	34,114,000.00
Navy	190,000.00	8,515,000.00	8,515,000.00
Indians	101,000.00	669,000.00	669,000.00
Pensions	140,000.00	12,657,000.00	12,657,000.00
Interest	......	5,600,000.00	5,600,000.00
Total expenditures	$1,065,000.00	$73,615,000.00	$73,615,000.00
Excess of receipts over expenditures	1,176,417.40	†29,767,891.42	†29,767,891.42
NATIONAL BANK FUND.			
Deposits under act July 14, 1890	......	1,840,574.00	1,840,574.00
Redemptions under act July 14, 1890	26,890.00	1,656,045.00	1,656,045.00
REDEMPTION OF NOTES.	U. S. Notes. (Since 1879.)	Treasury Notes. (Since 1890.)	Total.
To date	$520,688,878.00	$92,824,060.00	$613,512,938.00
This fiscal year	3,867,371.00	249,442.00	4,116,813.00
This month	3,867,371.00	249,442.00	4,116,813.00
This day	68,641.00	5,725.00	74,366.00

*Net gold and bullion, including $100,000,000 reserved for redemption of United States notes, Section 12, act July 12, 1882. †Excess of expenditures over receipts.

DIVIDENDS.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
STEAM RAILROAD STOCKS.				
Boston & Maine (quarter)	1½	Oct. 1	....	....
Boston & Maine pf. (semi-annual)	3	Sep. 1	....	....
Buff., Roch. & Pitts. pf.	1	Aug. 15	....	....
B., C. R. & N. (semi-annual)	2	Aug. 1	July 15	Aug. 1
Canada Southern	1	Aug. 1	June 30	July 15
Central of New Jersey (quarter)	1	Aug. 1	July 15	July 22
Chi., Rock Island & Pac. (quarter)	1¼	Aug. 1	June 29	July 11
Chi., Rock Island & Pac. (extra)	*10	Aug. 1	June 29	July 11
C., St. P., M. & O. pf. (semi-annual)	3½	Aug. 20	July 30	Aug. 15
Cin., Ham. & Dayton pf.	1¼	Aug. 8	July 28	Aug. 9
Cin., Ports. & Virginia pf.	1	Aug. 10	....	....
Great Northern pf. (quarter)	1½	Aug. 1	July 1	Aug. 2
Hun. & Broad Top Mountain Railroad & Coal pf.	2½	Aug. 1	July 20	Aug. 1
Illinois Central (semi-annual)	2½	Sep. 1	Aug. 1	Aug. 22
K. C., St. L. & Chi. pf. (quarter)	1½	Aug. 1	....	....
Lake Erie & Western pf. (quarter)	1¼	Aug. 15	July 30	Aug. 16
Louisiana & Missouri River pf.	3½	Aug. 1	....	....
Nash., Chatt. & St. L. (quarter)	1	Aug. 1	July 23	Aug. 2
Northern Pacific pf. (quarter)	1	Sep. 6	Aug. 10	Aug. 22
Pittsburg & Lake Erie	5	Aug. 1	July 25	Aug. 1
Rio Grande Western pf.	1¼	Aug. 1	June 30	Aug. 2
Rome, Wat. & Ogdensburg (quarter)	1¼	Aug. 15	July 30	Aug. 16
St. P., M. & M. (quarter)	1½	Aug. 1	July 15	Aug. 2
*Stock.				
STREET RAILWAY STOCKS.				
Albany Railway (quarter)	1½	Aug. 1	July 21	Aug. 2
Albany Railway (extra)	1¼	Aug. 1	July 21	Aug. 2
Boston Elevated	2¼	Aug. 15	Aug. 1	Aug. 16
Columbus (Ohio) St. Railway	1	Aug. 1	July 21	Aug. 1
D. D., E. B'way & Bat. (quarter)	1½	Aug. 1	July 21	Aug. 2
BANK STOCKS.				
Bank of the Manhattan Co. (semi-annual)	4	Aug. 10	Aug. 1	Aug. 10
Corn Exchange	6	Aug. 1	....	....
German-American	3	Aug 1	July 22	Aug. 1
Hudson River	3	Aug. 1	July 22	Aug. 2
Lincoln National	3	Aug. 1	July 27	Aug. 1
Pacific (quarter)	2	Aug. 1	July 19	Aug. 2
People's, Brooklyn	3	Aug. 1	July 22	Aug. 1
Twenty-third Ward	2½	Aug. 1	July 28	Aug. 2
FIRE INSURANCE STOCK.				
Broadway (semi-annual)	2½	Aug. 1	July 20	Aug. 2
TRUST COMPANIES.				
Farmers' Loan & Trust	5	Aug. 1	July 20	Aug. 1
Hamilton, Brooklyn, (quarter)	2	Aug. 1	July 25	Aug. 1
Kings County, Brooklyn, (quarter)	2	Aug. 1	July 23	Aug. 1
Nassau, Brooklyn	3	Aug. 1	July 26	Aug. 1
MISCELLANEOUS COMPANIES.				
Am. Dist. Tel., Phila., (quarter)	1	Aug. 15	Aug. 15	Aug. 15
American Glue pf.	$4	Aug. 1	....	....
Am. Steel & Wire pf. (quarter)	1¾	Aug. 1	July 15	Aug. 2
American Tobacco	2	Aug. 1	July 15	Aug. 2
American Tobacco pf. (quarter)	2	Aug. 1	July 15	Aug. 2
Consol. Car Heating (quarter)	1½	Aug. 1	....	....
Consol. Gas pf., Pittsburg	3	Aug. 1	July 24	Aug. 1
Consolidated Ice	1	Aug. 15	Aug. 5	Aug. 16
Edison Electric Illuminating of New York (quarter)	1½	Aug. 1	....	....
Edison Electric Illuminating of Boston	2	Aug. 1	July 15	Aug. 1
H. B. Claflin 1st pf. (quarter)	1¼	Aug. 1	July 22	Aug. 2
H. B. Claflin 2d pf. (quarter)	1½	Aug. 1	July 22	Aug. 2
Henderson Bridge	2½	Aug. 1	July 21	Aug. 2
Jefferson & Clearfield Coal pf.	2½	Aug. 15	Aug. 2	Aug. 10
Lawyers' Title Insurance	2½	Aug. 1	July 16	Aug. 2
Lawyers' Title Insurance (extra)	1	Aug. 1	July 16	Aug. 2
New Eigland Tel. & Tel. (quarter)	1½	Aug. 15	July 30	Aug. 14
Procter & Gamble (semi-annual)	6	Aug. 15	Aug. 1	Aug. 15
Pullman Palace Car (quarter)	$2	Aug. 15	Aug. 1	Aug. 16
Pullman Palace Car (special)	$20	Aug. 15	Aug. 1	Aug. 16
Quincy Mining	$3.50	Aug. 15	July 22	Aug. 1
Saratoga Gas, Electric Light and Power pf. (semi-annual)	2½	Aug. 1	July 20	Aug. 4
Westinghouse Car Brake	*100	Aug. 15	July 29	Aug. 15

*Payable in capital stock at par.

MEETINGS.

	Books Close.	Books Open.	Date.	Nature.
American Institute	......	....	Aug. 4	Quarterly
Chi., Mil. & St. Paul	Aug. 26	Sep. 19	Sep. 17	Annual
Commercial Cable	......	....	Aug. 11	Special
Metropolitan Street Railway	......	....	Aug. 9	Special
Tenn. Coal, Iron & R. R.	......	....	Sep. 15	Special
West India Improvement Co.	......	....	Aug. 1	Annual

THE MANCHESTER MARKET.

MANCHESTER, July 31.—The market last week was fairly active, both for yarns and cloths, many of the previous week's laggards coming in on the firmness of cotton. The transactions were chiefly for India, although the minor markets gave moderate records. Yarns were quiet, with not much change in value since the previous week, so that really the position of spinners was rather worse. The Continent reports some increase in business, but no change in prices.

BANK STATEMENTS.

QUARTERLY REPORT OF THE
BANK OF AMERICA
at the close of business on the 23d day of July, 1898:

RESOURCES.		
Loans and discounts		$19,238,603.63
Overdrafts		664.24
Due from trust companies, banks, bankers, and brokers		1,165,265.69
Banking house and lot		900,000.00
Stocks and bonds		1,208,143.16
Specie		5,176,424.59
United States legal tenders and circulating notes of National banks		2,172,008.00
Cash items, viz.:		
Bills and checks for the next day's exchanges	$1,845,362.71	
Other items carried as cash	42,152.22	
		1,887,514.93
		$31,748,624.24
LIABILITIES.		
Capital stock paid in, in cash		$1,500,000.00
Surplus fund		2,250,000.00
Undivided profits, less current expenses and taxes paid		313,222.08
Due depositors		15,865,763.81
Due trust companies, banks, bankers, brokers, and savings banks		12,815,242.35
Unpaid dividends		4,396.00
		$31,748,624.24

State of New York, County of New York, ss.:

WILLIAM H. PERKINS, President, and WALTER M. BENNET, Cashier, of the Bank of America, a bank located and doing business at Nos. 44 and 46 Wall Street, in the City of New York, in said county, being duly sworn, each for himself, says that the foregoing report is true and correct in all respects, to the best of his knowledge and belief, and they further say that the usual business of said bank has been transacted at the location required by the banking law, (Chap. 689, Laws of 1892,) and not elsewhere; and that the above report is made in compliance with an official notice received from the Superintendent of Banks designating the 23d day of July, 1898, as the day on which such report shall be made.

WILLIAM H. PERKINS, President.
WALTER M. BENNET, Cashier.

Severally subscribed and sworn to by both deponents the 27th day of July, 1898, before me.
[L. S.] CHAS. D. CHICHESTER,
Notary Public No. 33.

THE NEW YORK TIMES.
"All the News That's Fit to Print."

FINANCIAL.

Baltimore & Ohio Railroad Co.
REORGANIZATION.

To the Holders of the Following Bonds and Stocks:

Baltimore and Ohio Railroad Company Bonds, Loan of 1853, Extended to 1935 at Four Per Cent.
Baltimore and Ohio Railroad Company 100-Year Five Per Cent. Consolidated Mortg. Bonds of 1888.
Baltimore and Ohio Railroad Company Sterling Six Per Cent. Loan of 1872, Due March 1, 1902.
Baltimore and Ohio Railroad Company Sterling Six Per Cent. Loan of 1874, Due May 1, 1910.
Baltimore and Ohio Railroad Company Six Per Cent. Loan of 1879, Due April 1, 1919, (Account Parkersburgh Branch Railroad Company.)
Baltimore and Ohio Railroad Company Five Per Cent. Bonds, Loan of 1885, (Account Pittsburgh and Connellsville Railroad Company.)
Baltimore and Ohio Railroad Company Four and One-half Per Cent. Terminal Mortg. Bonds of 1894.
Baltimore and Ohio Railroad Company Sterling Four and One-half Per Cent. Loan of 1883, Philadelphia Branch.
Baltimore and Ohio R. R. Co. Sterling Five Per Cent. Loan of 1877, Due June 1, 1927, (Account Baltimore and Ohio and Chicago R. R. Co.)
Baltimore and Ohio R. R. Co. First Preferred Stock.
Baltimore and Ohio R. R. Co. Second Preferred Stock.
Baltimore and Ohio Railroad Co. Common Stock.
Pittsburgh and Connellsville R. R. Co. First Mortg. Bonds, Extended to 1946 at Four Per Cent.
Pittsburgh and Connellsville R. R. Co. First Mortg. Seven Per Cent. Bonds, Due July 1, 1898.
Pittsburgh and Connellsville Railroad Company Six Per Cent. Consolidated Mortgage Bonds.
Akron and Chicago Junction Railroad Company First Mortgage Five Per Cent. Bonds.
Akron & Chicago Junction R. R. Co. Preferred Stock.
Washington City and Point Lookout Railroad Company Six Per Cent. Bonds.

THE UNDERSIGNED, PURSUANT TO THE PLAN AND AGREEMENT FOR THE REORGANIZATION OF THE BALTIMORE AND OHIO RAILROAD COMPANY, DATED JUNE 22, 1898, HEREBY GIVE NOTICE THAT THE TIME FOR FURTHER DEPOSITS OF THE ABOVE-NAMED BONDS AND STOCKS HAS BEEN FIXED AND LIMITED TO AUGUST 1ST, 1898, AFTER WHICH DATE DEPOSITS OF SAID BONDS AND STOCKS WILL BE ACCEPTED, IF AT ALL, ONLY UPON SUCH TERMS AND CONDITIONS AS THE UNDERSIGNED MAY IMPOSE.

Dated New York, July 14th, 1898.

SPEYER & CO.,
30 Broad Street, New York.
KUHN, LOEB & CO.,
27 Pine Street, New York.
SPEYER BROTHERS,
7 Lothbury, London.
Reorganization Managers.

SEWARD, GUTHRIE & STEELE,
EVARTS, CHOATE & BEAMAN,
New York;
FRESHFIELDS & WILLIAMS,
London,
Counsel to Reorganization Managers.

To Holders of The Mercantile Trust Company's Certificates or Receipts of Deposit for First Preferred Stock, Second Preferred Stock, and Common Stock of the Baltimore and Ohio Railroad Company:

The success of the Plan for the Reorganization of the Baltimore and Ohio Railroad Company, dated June 22, 1898, appearing assured, pursuant to said Plan and Agreement, the undersigned hereby call for payment of the first installment, being 25 per cent. of the cash payment of $2 per share deposited to be made by depositors of the First Preferred Stock and $20 per share deposited to be made by depositors of the Second Preferred Stock and Common Stock as consideration for shares of the New Company.

Payment of each installment, being at the rate of **FIFTY CENTS PER SHARE** of First Preferred Stock deposited, and **FIVE DOLLARS PER SHARE** of Second Preferred Stock and Common Stock deposited, must be made to the undersigned for account of the Syndicate, at the office of the Depositary, The Mercantile Trust Company, No. 120 Broadway, New York, or at its London Agency, The London and Westminster Bank, Limited, 40 Lothbury, London, **ON OR BEFORE AUGUST 1, 1898.**

Payments must be receipted for by the Depositary or its London Agency on the Certificates of Deposit. Failure to pay such installment on or before said date will subject the deposited stock to forfeiture to the Syndicate as provided in the Reorganization Agreement.

Dated New York, July 14th, 1898.

SPEYER & CO.,
KUHN, LOEB & CO.,
SPEYER BROTHERS,
Reorganization Managers.

The Baltimore & Ohio Railroad Co.

Five Per Cent. Consolidated Mortgage Bonds Issued Under Mortgage Dated December 19, 1887,
(Known as Bonds of 1988.)

New York, July 14, 1898.

To the Holders of Certificates issued under the Bondholders' Agreement dated November 1, 1897, representing B. & O. consolidated Bonds of 1988:

Referring to our circular of June 22, 1898, we have now to inform you that holders of the above-described certificates representing more than 75 per cent. of the bonds deposited with us under the said Agreement of November 1, 1897, have given their written assent to the deposit of such bonds under the Plan for the Reorganization of the Baltimore and Ohio Railroad Company, dated June 22, 1898.

By the terms of said Agreement we are thus empowered to deposit under said Plan all of the "Bonds of 1988" held by us.

Any non-assenting certificate holder who fails to notify us of his dissent on or before July 28, 1898, at the office of J. P. Morgan & Co., New York, or J. S. Morgan & Co., London, will please take notice that we shall presume conclusively that he has assented to a deposit of his bonds under the said Plan of Reorganization; or he may surrender his certificate at either of said offices on or before that date, and in return therefor we will deliver to him the bonds represented thereby.

All bonds not so dissenting or withdrawn will be deposited by us under said Plan.

J. P. MORGAN & CO.
BROWN BROTHERS & CO.
BARING, MAGOUN & CO.

London, June 22, 1898.

Having jointly made an issue of the above-described bonds in this market, under date of May 15th, 1888, simultaneously with that made in New York by our respective representatives, who have signed the above circular, we strongly recommend all holders of certificates for such bonds to assent to the terms proposed for the bonds under the Plan of Reorganization. Signed "Assents" may be sent to Messrs. J. S. Morgan & Co., 22 Old Broad Street, London.

J. S. MORGAN & CO.
BROWN, SHIPLEY & CO.
BARING BROTHERS & CO., Limited.

The Baltimore & Ohio Railroad Co.

Six Per Cent. Gold Mortgage Bonds Due April 1, 1919, and Known as "Parkersburg Branch Bonds."

23 Wall Street,
New York, July 14, 1898.

To the Holders of Certificates issued under the Bondholders' Agreement dated April 1, 1898, representing B. and O. "Parkersburg Branch Bonds":

Referring to our circular of June 22, 1898, we have now to inform you that holders of the above-described certificates, representing more than 60 per cent. of the bonds deposited with us under the said Agreement of April 1, 1898, have given their written assent to the deposit of such bonds under the Plan for the Reorganization of the Baltimore and Ohio Railroad Company dated June 22, 1898.

By the terms of said Agreement we are thus empowered to deposit under said Plan all of the "Parkersburg Branch" bonds held by us.

Any non-assenting certificate holder who fails to notify us of his dissent on or before July 28, 1898, will please take notice that we shall presume conclusively that he has assented to a deposit of his bonds under the said Plan of Reorganization or he may surrender his certificate to us on or before that date, and in return therefor we will deliver to him the bonds represented thereby.

All bonds not so dissenting or withdrawn will be deposited by us under said Plan.

J. P. MORGAN & CO.

FINANCIAL.

The Standard Trust Co
OF NEW YORK.
40 WALL STREET.
Capital......$500,000.

Transacts a general trust business; acts as executor, administrator, guardian, trustee, receiver, assignee, registrar, transfer and fiscal agent, trustee for railroad and other mortgages, and transacts a general banking business.

WILLIAM C. LANE, President.
FRANK K. STURGIS, Vice President.
LOUIS L. STANTON, 2d Vice President.
E. M. F. MILLER, Treasurer.
WILLIAM C. COX, Secretary.

DIRECTORS.

William C. Lane	Nathaniel Thayer
Chauncey M. Depew	H. Osborne O'Hagan
L. C. Weir	Henry Sanford
William E. Strong	Frank K. Sturgis
Samuel Spencer	Henry W. Putnam, Jr.
Pliny Fisk	Gardiner M. Lane
John T. Atterbury	Alexander H. De Haven
Charles F. Smillie	Paul D. Cravath
Samuel M. Felton	John A. Spoor
Frederick S. Winston	Louis L. Stanton
Henry L. Sprague	William D. Guthrie

Charles Steele

The Tradesmens National Bank
Of the City of New York.
Capital and Surplus - - - - $375,000
JAMES MACNAUGHTAN, Pres.
DAVID H. BATES, Vice Pres.
JAMES W. CLAWSON, Cashier.

DIVIDENDS.

The Farmers' Loan & Trust Co.
16, 18, 20 & 22 William Street,
New York.

COUPONS AND DIVIDENDS DUE IN AUGUST ARE PAYABLE AT THIS OFFICE ON AND AFTER AUGUST 1ST, 1898, AS FOLLOWS:
Arkansaw Water Co. Cons'd Mtge.
Alliance Water Works Co. Cons'd Mtge.
Beloit Water Works Co.
Braddock Gas & Light Co.
Cornell Steamboat Co.
El Reno Water Co.
Elgin City Railway Co.
Freeport Water Co.
Fort Smith, Ark., Water Co.
Greenbush Water Co.
Galena Water Works Co., Kansas.
Gloversville & Broadalbin R. R. Co.
Indianapolis & Vincennes R. R. Co.
Jeffersonville, Ind., Water Supply Co.
Kalispell Water & Electric Co.
Larchmont Yacht Club.
Leadville Water Co. 6 per cent. coupons.
Leadville Water Co. 8 per cent. coupons.
Manitowoc Water Works Co.
Metropolitan Gas Light Co.
Muncie Water Co.
Omaha, City Water Works Co. of, due August 2d.
Parsons Water Supply and Power Co.
People's Street Railway Co., Luzerne Co., Scranton, Pa.
Pittsburgh Gas Light & Coke Co. (August, 1897, coupons.)
St. Louis Merchants' Bridge Co.
Seymour Water Co.
Sheboygan, City Water Works Co. of.
Stevens Point Water Co.
Waterford Water Co. 1st Mtge.
AUGUST 1, 1898.
Farmers' Loan & Trust Co.—Dividend.
American Tobacco Co.
AUGUST 15, 1898.
Chattanooga, City Water Works Co. of.
Pullman's Palace Car Co.—Dividend.
AUGUST 27, 1898.
Mutual Real Estate Co.

THE FOLLOWING COUPONS ARE DUE AND PAYABLE AT THE BANKING HOUSE OF
N. W. HARRIS & COMPANY,
31 NASSAU STREET, N. Y. CITY.
AUGUST 1st, 1898.
Atlantic, Ia., Electric Light.
East Grand Forks, Minn., Independent School District No. 3.
Herman, Minn., Refunding.
Keithsburg, Ill., Water Works.
Kings Co., Wash., School District No. 73 (West Seattle.)
Kootenai Co., Ida., School District No. 7.
Lena, Ill., Water Works.
Lexington, Ky., Funding.
Muskegon and Morton, Mich., Fractional School District No. 1.
New Richmond, Wis., Water Works.
Pullman, Wash., School District No. 59.
Rock Falls, Ill., Electric Light.
Sumner, Wash., School Dis., No. 8.
Terrell Co., Ga., Court House.
Vaughn, Wis. (Hurley,) Town Hall.
Walnut Township, Ill., School District No. 1.
Whatcom, Wash., School District No. 1.
Winamac, Ind., School Building.
AUGUST 2d, 1898.
Escanaba, Mich., Refunding.
AUGUST 3d, 1898.
La Moure, N. D., Town Hall.
AUGUST 15th, 1898.
Park Rapids, Minn., Independent School District.
St. James, Minn., Water Works and Electric Light.
St. Louis, Mich., School Building, Union School District No. 1.
Sehome, Wash., School District No. 2.

OFFICE OF THE
Northern Pacific Railway Company
MILLS BUILDING,
New York, July 13, 1898.

At a meeting of the Board of Directors held this day there was declared from the net earnings a dividend of ONE PER CENT. on the Preferred Stock of this Company for the quarter ending September 1st, 1898, same to be paid September 6, 1898, to the holders of record of the Preferred Stock at the closing of the transfer books on August 10th, 1898.

For the purpose of such dividend, the transfer books of this company will be closed at 3 P. M. on August 10th, 1898, and will be reopened at 10 A. M. on August 22d, 1898.

NORTHERN PACIFIC RAILWAY COMPANY.
By GEORGE H. EARL, Secretary.

23 WALL STREET,
New York, July 13, 1898.

The above dividend of one per cent. will be payable on September 6th, 1898, to holders of record at the close of business on August 10th, 1898, on the books of the Voting Trustees for certificates of Preferred Stock of the Northern Pacific Railway Company. The transfer books of the Voting Trustees for certificates for Preferred Stock will close in New York and Berlin at 3 P. M. on August 10th, 1898, and will be reopened at 10 A. M. on August 22d, 1898.

J. P. MORGAN & CO., New York.
DEUTSCHE BANK, Berlin.
Agents for Voting Trustees.

THE LAWYERS' TITLE INSURANCE COMPANY OF NEW YORK,
37 and 39 Liberty St., 44½ and 46 Maiden Lane,
New York, July 14th, 1898.

THE BOARD OF DIRECTORS of this Company has this day declared a dividend of 2½ per cent. and an extra dividend of 1 per cent., payable at the Company's offices on Aug. 1, 1898. The transfer books will be closed Saturday, the 16th inst., and reopened Tuesday, the 2d of August, 1898.

JOHN DUER, Treasurer.

Office of the Consolidated Kansas City Smelting and Refining Co.,
100 Broadway, New York, July 28th, 1898.

The Board of Trustees of this company have this day declared a dividend of 1½% on the COMMON STOCK of the Company for the quarter ending March 31st, 1898, payable August 4th, 1898, to stockholders of record at the closing of the books August 3d, 1898. Transfer books will remain closed during the business hours of August 4th.

EDWARD BRUSH, Assistant Secretary.

Nashville, Chattanooga and St. Louis Railway.

The Board of Directors of the Nashville, Chattanooga and St. Louis Railway this day declared a dividend of ONE (1) PER CENT. on its capital stock, payable on and after the 1st prox. The stock transfer books will close at 12 M. on the 23d inst. and reopen at 10 A. M. on the 2d day of August.

J. H. AMBROSE, Secretary.
Nashville, Tenn., July 19, 1898.

The Hudson River Bank,
Columbus Av. and 72d St.
New York, July 21, 1898.

The Board of Directors of this bank have declared a dividend of Three (3) Per Cent. upon the capital stock, payable on and after August 1st, proximo.

Transfer books will be closed from July 22d to August 2d.

PETER SNYDER,
Cashier.

Tennessee Coal, Iron and Railroad Co.
No. 80 Broadway, New York, July 19, 1898.

The coupons due Aug. 1, 1898, on the Bonds of the De Bardeleben Coal & Iron Company will be paid at maturity at the Hanover National Bank, New York City.

The coupons due Aug. 1, 1898, on the South Pittsburg Bonds of this Company, will be paid at maturity at the Fourth National Bank, N. Y.

J. BOWRON, Treas.

MOBILE & OHIO RAILROAD COMPANY.—Coupon No. 8 of the First Mortgage Montgomery Division Bonds of this Company, due August 1, 1898, will be paid on presentation on and after Monday, August 1, at the Gallatin National Bank, in the City of New York.

HY. TACON, Treas.
Mobile, Ala., July 23, 1898.

Missouri, Kansas & Texas Ry. Co.,
45 WALL ST., N. Y., July 30, 1898.

Coupons due August 1st, 1898, on the **Second Mortgage Bonds** of this Company will be paid upon presentation at this office on and after that date.

C. G. HEDGE, Vice-Prest. and Treas.

Missouri, Kansas & Texas Ry. Co.,
45 WALL ST., N. Y., July 30, 1898.

Coupons of the **Kansas City and Pacific R. R. Co.** maturing Aug. 1, 1898, will be paid upon presentation at this office on and after that date.

C. G. HEDGE, Vice-Prest. and Treas.

DIVIDENDS.

Winslow, Lanier & Co., 17 Nassau St., N. Y. City.

THE INTEREST ON THE FOLLOWING BONDS IS PAYABLE AT OUR BANKING HOUSE ON AND AFTER AUGUST 1ST, 1898:
American Cotton Oil Co. Debenture 8s.
Bedford, Ind., Funding 6s.
Pittsburgh, Ft. Wayne and Chicago Ry. Co. First Mortgage 7s, Series B, Second Mortgage 7s, Series H.
Portsmouth, Ohio, City 5s.
Rock Island, Ill., Water Works 5s.
Ridgeville, Ind., Public School 6s.
Red Key, Ind., School House 6s.
Summitville, Ind., Main St. Imp. 6s.
August 3.
Cass County, Ind., Funding 6s.
August 13.
Cass County, Ind., Kennel Ditch 6s.
August 15.
Grant County, Ind., County 6s, Annual 5s.
August 26.
Hamilton County, Ind., County 6s.

THE FOLLOWING COUPONS ARE DUE AND PAYABLE AT
Farson, Leach & Company,
35 NASSAU ST., NEW YORK.
AUGUST 1ST, 1898.
Chehalis, Wash., Electric Light and Water.
Goodhue County, Minn., School District No. 91, Kenyon.
Iron Mountain, Mich., Sewer.
Medford, Oregon, Water.
Union City, Indiana.
Wasco County, Oregon, School District No. 3.
AUGUST 8TH, 1898.
Lake County, Ill., School District No. 3, (Waukegan.)
AUGUST 13TH, 1898.
Rochester, Indiana, Water.
AUGUST 14TH, 1898.
Swayzee, Indiana.
AUGUST 15TH, 1898.
Rochester, Indiana.
AUGUST 23D, 1898.
Summitville, Indiana.

184th Dividend.
Bank of the Manhattan Company,
New York, July 28, 1898.

The President and Directors of the Manhattan Company have this day declared a semi-annual dividend of Four Per Cent. out of the earnings of the last six months, payable on and after Wednesday, August 10th, to stockholders of record on August 1, 1898.

Transfer books to remain closed to the morning of August 10.

J. T. BALDWIN,
Cashier.

ARE YOU INSURED?
THE RUTGERS FIRE INSURANCE COMPANY,
No. 200 PARK ROW.
New York, July 12th, 1898.
EIGHTY-EIGHTH DIVIDEND.

The Board of Directors have this day declared a semi-annual dividend of Four Per Cent., payable on and after Aug. 1st, 1898. The transfer books will be closed from the 18th inst., to Aug. 1st, 1898.

HENRY C. KREISER,
Secretary.

Henderson Bridge Company.

The Board of Directors of the Henderson Bridge Company this day declared a dividend of TWO AND ONE-HALF (2½) PER CENT. on its capital stock, payable on and after the 1st prox.

The stock transfer books will close at 3 P. M. on the 21st inst. and reopen at 10 A. M. on the 2d of August.

J. H. ELLIS, Secretary.
Louisville, Ky., July 18th, 1898.

MEETINGS AND ELECTIONS.

Office of the TENNESSEE COAL, IRON AND RAILROAD CO.,
Tracy City, Tennessee, July 13, 1898.

TO THE STOCKHOLDERS:

Notice is hereby given that a Special Meeting of the Stockholders of this Company has been called, and will be held at the office of the Company, Tracy City, Tennessee, on Thursday, the 15th day of September, 1898, at one o'clock in the afternoon, the purpose of such meeting being to enable the Stockholders to determine whether they will or will not approve certain contracts, deeds, and conveyances, with and to and for the Alabama Steel and Ship Building Company, of the State of Alabama, by and from this Company, and constituting a disposition of part of the property of this Company, and authorizing and confirming the action of the Board of Directors in acquiring the stock and bonds of said Alabama Company, all as authorized by the laws of the State of Tennessee, and also by the special act passed by the Legislature of the State of Alabama February 10, 1893, conferring special powers on this company. By order of the Board of Directors.

JNO F. FLETCHER, JR., Secretary.

THE ANNUAL MEETING OF STOCKHOLDERS of the Consolidated Ten Mile Mining and Reduction Co. will be held at 82 Beekman St., Aug. 8, at twelve o'clock, for the purpose of electing Directors.

CHAS. TATHAM, Secretary.

QUARTERLY MEETING OF THE AMERICAN Institute, August 4th, at 115 West 38th Street, at 8 o'clock P. M.

WILLIAM T. PEOPLES, Secretary.

STATE COURTS.

New York Calendars—This Day.

SUPREME COURT—Appellate Division—Recess.

SUPREME COURT—Appellate Term—For the hearing of appeals from City Court and Municipal Courts. Adjourned for the term.

SUPREME COURT—Special Term—Part I.—Beekman, J.—Opens at 10:30 A. M. Litigated motions.

1—Rosenthal vs. Adams.
2—Same vs. Stuyvesant Ins. Co.
3—Vietor vs. Lewis.
4—Sherry vs. Lee.
5—Ward vs. Kaufman.
6—Conner vs. Watson.
7—Matter of Atwood & Sons.
8—In re Smith.
9—Kitching vs. Shear.
10—Koehler vs. Kessel.
11—Gedney vs. Gedney.
12—Anderson vs. Anderson.
13—Gutman vs. Johannesen.
14—Cohen vs. Bliss.
15—Wigton vs. Met. St. Ry. Co.
16—In re Lenox Building Loan Co.
17—Holt vs. Smith.
18—Ray vs. Ray.
19—Motley vs. Fox.
20—In re Franklin Av.
21—Flynn vs. Church of St. Augustine.
22—In re Swan Incan. Elec. Light Co.
23—In re Lamb.
24—Finley vs. Finley.
25—People ex rel. Cassidy vs. Roosevelt.
26—Blaut vs. Fletcher.
27—In re Manheimer.
28—Sciocca vs. Moore.
29—Townsend vs. Baker.
30—Cammann vs. Ketcham.
31—Otto vs. Bryant.
32—Gilbert vs. Brady.
33—Gerth vs. Gerth.
34—Reid vs. Gaedeke.
35—McKean vs. Nat. Life Assn.
36—In re Talmage's Sons.
37—Selikowich vs. Selikowich.
38—People, &c., vs. Rose.
39—In re Gruberg.
40—Mills vs. Gold and Stock Tel. Co.
41—Boitel vs. Morton.
42—Duval vs. Reynel.
43—United Brotherhood of Cloakmakers vs. Barnan.

SUPREME COURT—Special Term—Part II.—Dugro, J.—Opens at 10:30 A. M. Ex parte business.

SUPREME COURT—Special Term—Parts III., IV., V., VI., VII., and VII.—Adjourned for the term.

SUPREME COURT—Trial Term—Parts I., II., III., IV., V., VI., VII., VIII., IX., X., XI., and XII.—Adjourned for the term.

SURROGATE'S COURT—Chambers—Fitzgerald, S.—Will for Probate at 10 A. M.—John Brady. At 10:30 A. M.—Sarah Lloyd Colt, Charles A. Schnell, Celia F. L. Hall.

SURROGATE'S COURT—Trial Term—Adjourned for the term.

CITY COURT—General Term—Adjourned sine die.

CITY COURT—Special Term—O'Dwyer, J.—Opens at 10 A. M. Held in Part IV. Room, Brownstone Building, (Chambers Street.)—Motions must be made returnable at 10:30 A. M. Defaults on motions will be taken at 11 A. M.

CITY COURT—Trial Term—Parts I., II., III., and IV.—Adjourned for the term.

COURT OF GENERAL SESSIONS—Part I.—Newburger, J.—Opens at 10:30 A. M. Assistant District Attorneys Townsend and Cowan for the People.

1—Stephen Murphy.
2—Patrick Mulligan.
3—George Clark, Charles Thompson.
4—Sim Burgh.
5—David T. Jones.
6—Albert Beyer.
7—Abraham Marks.
8—John Brown.
9—John Murray.
10—Thomas Reilly.
11—George Spencer.
12—Franklin Martin.
13—Andrew P. Morrison.

COURT OF GENERAL SESSIONS—Part II.—Cowing, J.—Opens at 10:30 A. M. Assistant District Attorneys McClelland and O'Connor for the People.

1—William Harty.
2—Henry Raegan.
3—Charles Green, George Weber.
4—George Flint.
5—William Farrell, Martin Lewis.
6—Pietro Lupi.
7—Peter McElvaine.
8—William H. O. Waldron.
9—Nicola Pecci.
10—John Steitz.
11—Christopher Vorilias.

COURT OF GENERAL SESSIONS—Parts III. and IV. adjourned for the term.

Referee Appointed—New York.

SUPREME COURT—Bischoff, J.—Parsons vs. Falvey—Sylvester L. H. Ward.

Receivers Appointed—New York.

SUPREME COURT—Bischoff, J.—Gallatin National Bank vs. Thomas D. Slayback—Charles Fox.

SUPREME COURT—MacLean, J.—Ferdinand F. Steinbach vs. Charles Plock—Armitage Matthews.

Little Demand for Canadian Lumber.

From The Toronto (Ont.) Monetary Times.

If we depended entirely on the United States as a market for lumber our merchants would be at present in doleful dumps, for there is but little movement in that direction. While certain descriptions of woods are active in the States, the expected demand for general building purposes in the principal cities has not shown itself. Trade in lumber is, in fact, better in the country districts of the Republic than in the large cities. Neither in the Far East, therefore, nor in Ontario is Canadian lumber trade with the States satisfactory. The lumber trade of the Ottawa Valley with our American neighbors is at present in rather a poor state, but shipments are continuing fairly good to Great Britain. About 50,000,000 feet per month has been going out by water, we are told, and none of the barges on the river are laid up yet. As to the Ottawa, Atlantic and Parry Sound Railway, which may be expected to move a great deal of lumber in a busy time, it appears just now to be carrying more grain than lumber; in fact the lumbermen are complaining that they cannot always get cars when they want them, on that road.

PROPOSALS. PROPOSALS.

PROPOSALS FOR
$12,688,992.36
OF
3½% Corporate Stock
OF THE CITY OF NEW YORK.

Exempt from All Taxation in the State of New York, Except for State Purposes.

Principal and Interest Payable in Gold.

EXECUTORS, ADMINISTRATORS, GUARDIANS, AND OTHERS HOLDING TRUST FUNDS ARE AUTHORIZED, BY CHAPTER 65 OF THE LAWS OF 1889, TO INVEST IN THIS STOCK.

SEALED PROPOSALS WILL BE RECEIVED BY THE COMPTROLLER OF THE CITY OF NEW YORK, at his office, No. 280 Broadway, in the City of New York, until

Monday, the 8th Day of August, 1898, at 2 o'Clock P. M.,

for the whole or a part of the following-described coupon or registered stock of the City of New York, bearing interest at the rate of **three and one-half per cent.** per annum, to wit:

$300,000.00	Corporate Stock of the City of New York, for the erection and equipment of an addition to the present building of the American Museum of Natural History. Principal payable Nov. 1, 1928.
250,000.00	Corporate Stock of the City of New York, for the erection and equipment of additions to the present building of the American Museum of Natural History. Principal payable Nov. 1, 1928. New York Central and Hudson
50,000.00	Corporate Stock of the City of New York, for constructing bridges over the tracks of the New York Central and Hudson River Railroad at Gerard Avenue, at Walton Avenue, and at River Avenue, and over the tracks of the New York and Putnam Railroad at Fort Independent Street. Principal payable Nov. 1, 1928.
300,000.00	Corporate Stock of the City of New York, for new buildings, etc., for the Department of Correction. Principal payable Nov. 1, 1928.
500,000.00	Corporate Stock of the City of New York, for the extension of Riverside Drive to the Boulevard Lafayette. Principal payable Nov. 1, 1928.
50,000.00	Corporate Stock of the City of New York, for the construction of a public bath on Rivington Street, between Goerck and Mangin Streets. Principal payable Nov. 1, 1928.
500,000.00	Corporate Stock of the City of New York, for the construction of an extension of the building of the Metropolitan Museum of Art. Principal payable Nov. 1, 1928.
60,000.00	Corporate Stock of the City of New York, for paving Jerome Avenue. Principal payable Nov. 1, 1928.
140,000.00	Corporate Stock of the City of New York, for the construction of the Melrose Avenue Viaduct, from East One Hundred and Sixty-third to East One Hundred and Sixty-fifth Streets. Principal payable Nov. 1, 1928.
554,844.83	Corporate Stock of the City of New York, for constructing a bridge over the Harlem River, at Willis Avenue. Principal payable Nov. 1, 1928.
1,620,785.41	Corporate Stock of the City of New York, for school-houses and sites therefor. Principal payable Nov. 1, 1928.
2,000,000.00	Corporate Stock of the City of New York, for the new East River Bridge. Principal payable Nov. 1, 1928.
1,738,362.12	Corporate Stock of the City of New York, for acquiring lands required for a public park, bounded by One Hundred and Eleventh and One Hundred and Fourteenth Streets, First Avenue, and the East River. Principal payable Nov. 1, 1928.
300,000.00	Corporate Stock of the City of New York, for laying water mains. Principal payable Nov. 1, 1917.
350,000.00	Corporate Stock of the City of New York, for the sanitary protection of the sources of the water supply. Principal payable Nov. 1, 1917.
2,000,000.00	Corporate Stock of the City of New York, for the new aqueduct. Principal payable Oct. 1, 1917.
75,000.00	Corporate Stock of the City of New York, for the erection of an addition to the public building in Crotona Park. Principal payable Nov. 1, 1928.
250,000.00	Corporate Stock of the City of New York, for constructing, furnishing, and equipping a courthouse for the Appellate Division of the Supreme Court in the First Department. Principal payable November 1, 1928.
50,000.00	Corporate Stock of the City of New York, for the erection and equipment of an hospital building in Gouverneur Slip. Principal payable Nov. 1, 1928.
1,600,000.00	Corporate Stock of the City of New York, for the uses and purposes of the Department of Docks and Ferries. Principal payable Nov. 1, 1928.

The above-described stock is **free and exempt from all taxation in the State of New York,** except for State purposes, pursuant to the provisions of Section 169 of Chapter 378 of the Laws of 1897.

THE PRINCIPAL OF AND INTEREST ON SAID STOCK ARE PAYABLE IN GOLD COIN OF THE UNITED STATES OF AMERICA OF THE PRESENT STANDARD OF WEIGHT AND FINENESS, PURSUANT TO A RESOLUTION OF THE COMMISSIONERS OF THE SINKING FUND, ADOPTED JUNE 9, 1898.

CONDITIONS OF SALE.

provided by Section 182 of Chapter 378 of the Laws of 1897:

No proposal for bonds or stock shall be accepted for less than the par value of the same.

Every bidder, as a condition precedent to the reception or consideration of his proposal, shall deposit with the Comptroller in money, or by a certified check drawn to the order of said Comptroller upon one of the State or National Banks of the said city, TWO PER CENT. of the par value of the bonds or stock bid for in said proposal.

No proposal will be received or considered which is not accompanied by such deposit.

All such deposits shall be returned by the Comptroller to the persons making the same within three days after the decision has been rendered as to who is or are the highest bidder or bidders, except the deposit made by the highest bidder or bidders.

If said highest bidder or bidders shall refuse or neglect, within five days after service of written notice of the award to him or them, to pay to the City Chamberlain the amount of the stock or bonds awarded to him or them at their par value, together with the premium thereon, less the amount deposited by him or them, the amount or amounts of deposit thus made shall be forfeited to and retained by said city as liquidated damages for such neglect or refusal, and shall thereafter be paid into the Sinking Fund of the City of New York for the Redemption of the City Debt.

The Comptroller shall determine what, if any, part of said proposals shall be accepted, and upon the payment into the City Treasury of the amounts due by the persons whose bids are accepted, respectively, certificates thereof shall be issued to them, as authorized by law.

The proposals, together with the security deposits, should be inclosed in a sealed envelope, indorsed "Proposals for Bonds of the Corporation of the City of New York," and then inclosed in a sealed envelope addressed to the Comptroller of the City of New York.

For fuller information see CITY RECORD. Copies to be procured at No. 2 City Hall.

BIRD S. COLER, Comptroller.

CITY OF NEW YORK,
DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE,
JULY 26TH, 1898.

IN THE REAL ESTATE FIELD

The following sale at auction is down for to-day at 111 Broadway: By D. Phoenix Ingraham & Co., foreclosure sale, James A. Dunn, referee, 340 East One Hundred and Twenty-first Street, south side, 190 feet west of First Avenue, 30 by 100.11, four-story brick tenement. Due on judgment, $4,425; subject to another mortgage for $12,000.

A Postal Card Craze.

From The London Times.

"J. H. W." writes: "Having just returned from a tour in Austria and Germany I can fully indorse Sir C. Oppenheimer's report about post cards, an abstract from which appeared in your issue of the 12th inst. Sending these cards has become a perfect mania, and the collection of these souvenirs is to a certain extent supplanting that of the postage stamps. Post Offices and collecting boxes are now available on the tops of mountains and in many other out-of-the-way places, which hitherto have had no occasion for such luxuries; even the dining cars have a special card of their own. Apparently the first thing you ought to do on arriving at a place is to buy a collection of these cards, and address them to all the friends you can think of, for the illustration on the other side allows of very scant room for writing. Most of the cards have merely views of the neighborhood, but some have ridiculous caricatures, while some are worse than vulgar. A few nights ago I watched a lady and gentleman writing cards for an hour and a half without stopping, except to stretch their right arms occasionally, and when I left the room they had just ordered a fresh supply from the head waiter, who told me the number sold in the hotel every day was beyond belief."

CITY REAL ESTATE FOR SALE.

AUCTIONEER. AGENT.

Geo. R. Read
REAL ESTATE,
10 Wall and 9 Pine St. 1 Madison Av.
BROKER. APPRAISER.

SUMMER RESORTS.

New England.

HAWKHURST, LITCHFIELD, CONN.—NEW passenger elevator, furniture, and equipment; house more attractive than ever. High altitude, charming scenery, pleasant drives. No malaria or mosquitoes. Golf. Excellent cuisine. Booklet sent on application, or call on Fred. H. Scofield, Metropolitan Building, Madison Square.
GEO. H. BROWNE, Manager.

Miscellaneous.

MIZZEN TOP HOTEL,
Quaker Hill, Dutchess Co., N. Y.

NOW OPEN. Two hours from New York by Harlem R. R. 1,200 feet elevation. Golf and all other amusements. Post Office address and R. R. Station, Pawling, N. Y.
N. S. HOWE, Manager.
Circulars and information of F. H. Scofield, 1 Madison Av., N. Y.

DUTCHER HOUSE
AND COTTAGES, PAWLING, N. Y.
First-class accommodations; 90 minutes from Grand Central Depot, Harlem R. R.; eight fast trains daily each way. Send for circular. C. V. LANSING, Manager.

THE NEW YORK TIMES.
"All the News That's Fit to Print."

SUMMER RESORTS.

Adirondacks.

ADIRONDACK TIME TABLE.

LEAVE GRAND CENTRAL STATION FOR
SARANAC LAKE and LAKE PLACID,
8:33 A. M. Through Wagner Parlor Cars via Utica.
7:40 P. M. Through Wagner Sleeping Cars via Utica.
FULTON CHAIN, Leave New York, Grand Central Station, 8:33 A. M. and 7:40 P. M., ar. Old Forge, 4:30 P. M., 7:30 A. M.

6 P. M. PEOPLE'S LINE STEAMERS ADIRONDACK AND DEAN RICHMOND from Pier 41, ft. Canal St., N. R., daily, except Sunday, connecting at Albany with express trains; 6:50 A. M. over D. & H., for Saratoga, Lake George, Schroon Lake, Blue Mountain, Elizabethtown, Saranac, & Lake Placid; 11:18 A. M. over Adirondack Division N. Y. C., for Fulton Chain, Saranac, Lake Placid, Paul Smith's.

8:40 A. M. ALBANY DAY LINE from Desbrosses St. 9:00 A. M. from West 22d St. Daily except Sundays. Special train from Albany to Saratoga & Lake George. Direct connections for the Adirondacks, Hotel Champlain & Montreal.

LAKE PLACID, N. Y.

RUISSEAUMONT T. E. KRUMBHOLZ.—Lve N. Y. C., G. C. S., 8:33 AM, 7:40 PM; arrive 7:10 PM, 7 AM, and, via Chateaugay, 11:30 AM.

STEVENS HOUSE Lve. N. Y., G. C. S., 8:33 A. M., 7:40 P. M.; ar. 7:10 P. M., 7 A. M., and, via Chateaugay, 11:30 A. M.

LAKE PLACID HOUSE G. W. CUSHMAN & SON.—Leave N. Y. 8:33 A. M., 7:40 PM; ar. 7:10 PM, 7 & 11:30 AM.

PAUL SMITH'S, N. Y.

PAUL SMITH'S, PAUL SMITH HOTEL CO., PAUL SMITH'S, N. Y.—Leave New York City, Grand Central Station, 8:33 A. M. and 7:40 P. M.; arrive 6:30 P. M. and 6:11 A. M.

LAKE MASSAWEPIE.

HOTEL CHILDWOLD, CHILDWOLD PARK, N. Y.—CHARLES E. LELAND, Leave New York, Grand Central Station, 8:33 A. M. and 7:40 P. M.; arrive 6:27 P. M. and 6 A. M.

ADIRONDACKS,
HOTEL CHILDWOLD.

CHILDWOLD PARK, N. Y., on LAKE MASSAWEPIE, in the heart of ADIRONDACKS; 9 hours from New York City; golf, tennis, bowling, hunting, &c. SPECIAL RATES FOR JUNE and SEPTEMBER. For booklet and information address CHARLES E. LELAND, Manager, P. O. Massawepie, N. Y., or FRED H. SCOFIELD, Metropolitan Building, Madison Square, New York.

New Jersey.

LONG BRANCH.
UNITED STATES HOTEL.

Ocean front. Select family and transient hotel. Reasonable rates; finest bathing. Orchestra, concerts morning and evening. Dancing. Illustrated Booklet. J. C. VAN CLEAF, Prop.

Somerset Inn.

& EIGHT COTTAGES, BERNARDSVILLE, N. J. Open to Nov. 1st. 35 miles from New York on D., L. & W. R. R., via Barclay or Christopher St. Ferry. Altitude, 800 feet. Many improvements since last year. GEO. W. TUTTLE, Manager.

NEWARK, N. J., NEW YORK TIMES OFFICE.

ADVERTISERS MAY LEAVE THEIR ORDERS AT 794 BROAD ST., NEWARK, WHERE THE SAME CARE AND ATTENTION WILL BE SHOWN AS AT MAIN OFFICE.

LEGAL NOTICES.

SUPREME COURT—County of New York.—EMMA E. SCHROEDER, plaintiff, against JACOB EDLER and MARY EDLER, his wife, John Edler, Henry Edler, and Catharine A. Willets, defendants.

I, the undersigned, duly appointed referee in the above-entitled action by order of this court, bearing date the 4th day of December, 1896, do hereby require each and every person not a party to this action who at the date of said order had a lien upon any undivided share or interest in the property hereinafter described to appear before me on or before the 15th day of August, 1898, at my office, No. 22 William Street, in the Borough of Manhattan, in the City of New York, to prove his said lien and the true amount due or to become due to him by reason thereof. The premises in question are described in the complaint herein as follows:

All that certain lot, piece, or parcel of land situate, lying, and being in the City, County, and State of New York, bounded and described as follows: Beginning at a point on the southerly side of Forty-ninth Street in said city, distant one hundred feet westerly from the southwesterly corner of the Tenth Avenue and Forty-ninth Street, and running thence southerly and parallel with Tenth Avenue one hundred feet and five inches to the centre line of the block between Forty-eighth and Forty-ninth Streets; thence westerly along the said centre line of the block between Forty-eighth and Forty-ninth Streets nineteen feet; thence northerly parallel with the Tenth Avenue and part of the way through a party wall one hundred feet and five inches to the southerly side of Forty-ninth Street; thence easterly along the southerly side of Forty-ninth Street nineteen feet to the point or place of beginning.—Dated New York, June 16th, 1898.

DAVID McCLURE, Referee,
22 William Street,
Borough of Manhattan, New York City.
CLARK BROOKS, Esq., Attorney for Plaintiff,
54 William Street, N. Y. City.

SURROGATE NOTICES.

BAIRD, CLARA ESTELLE.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against CLARA ESTELLE BAIRD, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Thomas Allison, No. 59 Liberty Street, in the Borough of Manhattan, City of New York, on or before the 10th day of October next.—Dated New York, the 25th day of March, 1898. JAMES BAIRD, Administrator. THOMAS ALLISON, Attorney for Administrator, No. 59 Liberty Street, Borough of Manhattan, New York City, New York. mh28-1aw6mM

BECK, BARBARA.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against BARBARA BECK, late of the City of New York, Borough of Manhattan, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, No. 31 Nassau Street, in the City of New York, on or before the 1st day of February next.—Dated New York, the 16th day of July, 1898. GEORGE GOSSMAN, Executor. JOSEPH H. HAYES, Attorney for Executor, 50 and 52 Exchange Place, Borough of Manhattan, City of New York. jy18-1aw6mM

BROWN, FREDERICK TURNER.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against FREDERICK TURNER BROWN, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at the office of her attorneys, undersigned, at No. 35 Wall Street, Borough of Manhattan, in the City of New York, on or before the 28th day of December next.—Dated New York, the 27th day of June, 1898. CAROLINE VOSE BROWN, Executrix. TRACY, BOARDMAN & PLATT, Attorneys for Executrix, 35 Wall Street, New York City. je27-1aw6mM

CLARK, ROBERT.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against ROBERT CLARK, late of the City and County of New York, deceased, to present the same with vouchers thereof to the subscribers, at their place of transacting business, at the office of Douglas Mathewson, No. 265 Broadway, in the Borough of Manhattan, in the City of New York, on or before the sixteenth day of November next.—Dated New York, the ninth day of May, 1898. MARY E. CLARK, CATHARINE A. WINNIK, CHARLES E. WINNIK, Executrices and Executor. DOUGLAS MATHEWSON, Attorney for Executrices and Executor, No. 265 Broadway, Manhattan, New York City. my9-1aw6mM

GUERIN, ALBERT.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against ALBERT GUERIN, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, No. 100 Broadway, Borough of Manhattan, in the City of New York, on or before the 28th day of January next.—Dated New York, the 22d day of July, 1898. BARTOW S. WEEKS, Executor. GEO. GORDON BATTLE, Attorney for Executor, 100 Broadway, Borough of Manhattan, New York City, New York. jy25-1aw6mM

KING, SALLY.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against SALLY KING, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Lardner, Loughran & Smyth, No. 115 Broadway, in the City of New York, on or before the 20th day of August next.—Dated New York, the 11th day of February, 1898. THOMAS McCASLAND, Administrator. LARDNER, LOUGHRAN & SMYTH, Att'ys for administrator, 115 Broadway, N. Y. f14-1aw6mM

LEAVITT, DAVID.—In pursuance of an order of Hon. Frank T. Fitzgerald, Surrogate of the County of New York, notice is hereby given to all persons having claims against DAVID LEAVITT, late of the City of Dresden, Saxony, Germany, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, No. 44 and 46 Wall Street, Manhattan Borough, New York City, N. Y., on or before the 30th day of September, 1898.—Dated New York, March 14th, 1898. SHELDON LEAVITT, GEORGE C. KOBBE, Executors. JOHN E. ROOSEVELT, Attorney for Executors, 44 Wall Street, Manhattan Borough, N. Y. City. mh14-1aw6mM

MARTIN, MICHAEL.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against MICHAEL MARTIN, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of Booraem, Hamilton & Beckett, No. 100 Broadway, in the City of New York, on or before the 20th day of October next.—Dated New York, the 9th day of April, 1898. FRANCIS MARTIN, Administrator. BOORAEM, HAMILTON & BECKETT, Atty's for Administrator, 100 Broadway, Borough of Manhattan, New York ap11-1aw6wM

McKEAN, WILLIAM CHAMBERS.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against WILLIAM CHAMBERS McKEAN, late of the City of New York, deceased, to present the same, with the vouchers thereof, to the subscribers, at their place of transacting business, at the office of Francis Jordan, No. 18 Wall Street, in the City of New York, on or before the twenty-second day of September next.—Dated New York, the 12th day of March, 1898. CHARLES WHITEHEAD, GEORGE E. DIMOCK, Executors. FRANCIS JORDAN, Attorney for Executors, No. 18 Wall Street, New York City, New York. mh14-1aw6mM

NEW, JACOB.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JACOB NEW, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, the office of Mulqueen & Mulqueen, No. 253 Broadway, in the City of New York, on or before the 15th day of August, 1898.—Dated New York, January 29th, 1898. ESTHER NEW, EDWARD A. NEW, EMANUEL MANSBACH, Executors. MULQUEEN & MULQUEEN, Attorneys for Executors, 253 Broadway, New York City. ja31-1aw6mM

PATRICK, RICHARD.—The people of the State of New York, by the grace of God free and independent, to Martin V. B. Wagoner, as executor of the last will and testament of Elsie Patrick, deceased, John H. Patrick, Alice N. Perkins, Benjamin H. Patrick, James M. Patrick, Margaret Patrick, as administratrix, &c., of William S. Patrick, Robert M. Patrick, Caroline Ray, Sarah M. Petersen, Alice N. McDougall, Charles McDougall, John H. Thorne, William P. Thorne, Sarah Johnston, Elida Rouse, Sarah E. Macdonald, Abner L. Ely, Edward B. Read, Calvin Read, Elsie R. Wagoner, John E. Burns, Helen M. Studwell, E. Reed Burns, and Henry Jenkins Reed, as executor of the last will and testament of Charlotte Reed, deceased, and to all persons interested in the estate of RICHARD PATRICK, late of the City of New York, deceased, as creditors, legatees, next of kin or otherwise, send greeting:

You and each of you are hereby cited and required personally to be and appear before our Surrogate of the City and County of New York, at the Surrogate's Court of said city and county, held at the County Court House, in the City of New York, on the thirteenth day of September, 1898, at half-past ten o'clock in the forenoon of that day, then and there to attend a judicial settlement of the account of proceedings of Eugene Smith, as executor of the last will and testament of said deceased, and then and there to show cause why the said Eugene Smith, as executor, upon such judicial settlement of his account, shall not be absolutely and finally discharged from all responsibility to any and all persons by reason of his acts, doings and omissions as such executor, and such of you as are hereby cited, as are under the age of twenty-one years, are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so, a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof, we have caused the seal of the Surrogate's Court of the said City and County of New York to be hereunto [L. S.] affixed. Witness, Hon. John H. V. Arnold, a Surrogate of our said city and county, at the City of New York, the 2nd day of July, in the year of our Lord one thousand eight hundred and ninety-eight.

J. FAIRFAX McLAUGHLIN, Clerk of the Surrogate's Court.
jy18-1aw6wM

THOMAS, CAROLINE R.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against CAROLINE R. THOMAS, late of the City of New York, deceased, to present the same with vouchers thereof to the subscribers at their place of transacting business, at the office of Messrs. Boardman & Boardman, at No. 155 and 157 Broadway, in the City of New York, Borough of Manhattan, on or before the first day of December next.—Dated New York, the 13th day of May, 1898. EDWARD C. BARNUM, JOHN A. HANCE, Executors of the last will and testament of Caroline R. Thomas, deceased. BOARDMAN & BOARDMAN, Attorneys for Executors, 155 and 157 Broadway, New York City. my16-1aw6mM

EXCURSIONS.

CONEY ISLAND
Culver Route.
BRIGHTON BEACH RACES.
From Ft. Whitehall St. (Battery), N. Y.
Via 39th St. (Brooklyn) Ferry.

Boats connecting with Express Trains. No stops. LEAVE DAILY 7:00 (except Sun.,) 8:00, 9:00, 10:00, 11:00 (11:30 Suns. only) A. M., 12:00 noon (12:30 Suns. only,) 12:40 (except Sun.,) 1:00, and every 20 minutes thereafter until 10:30 P. M. Frequent trains returning; last train leaves Coney Island at 11:34 P. M.

FARE 10 CENTS.

MANHATTAN BEACH

TRAINS LEAVE NEW YORK, FOOT 34TH ST., E. R.: Week days 5:40, 6:40, 7:40, 10:50 A. M., 12:10, 1:10, 1:50, 2:30, 3:10, 4:10, 5:10, 5:50, 6:30, 7:00, 7:30, 8:10, 9:30, 10:10, and 10:50 P. M. LEAVE NEW YORK, FOOT WHITEHALL ST., VIA 39TH ST., BROOKLYN, FERRY: Week days, 7:00, 8:00, 9:00, 10:00, 11:00 A. M., 12:00 noon, 1:00, 1:40, 2:20, 3:00, 3:40, 4:20, 5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, 9:40, and 10:20 P. M. Excursion tickets 40c.

ROCKAWAY BEACH

TRAINS LEAVE FOOT 34TH ST., E. R., N. Y.: Week days 6:50, 8:30, 9:20, 9:50, 10:50 A. M.; 12:20, 1:20, (1:50 Sat. only,) 2:20, (2:50 Sat. only,) 3:20, 4:20, 5:30, 6:20, 7:20, 8:20, 9:10, (9:40 Sat. only,) 10:00 P. M. Leave L. I. City 10 minutes later. Excursion tickets 40 cents.

NEW ROUTE TO ROCKAWAY BEACH
THROUGH TRAIN SERVICE FROM FERRIES, FOOT BROADWAY, BROOKLYN.

FARE 15c.

VIA BROOKLYN ELEVATED AND LONG ISLAND R. R.

Same rate of fare from Park Row, N. Y., via Brooklyn Bridge, or from any Brooklyn Elevated station.

Trains leave Broadway Ferries, week days, hourly, 5:04 A. M. to 1:04 P. M.; half hourly 1:04 to 9:34 P. M.

Sundays, hourly, 5:04 to 9:04 A. M.; every 20 minutes 9:04 A. M. to 1:04 P. M.; every 15 minutes 1:04 to 9:44 P. M. Time from Broadway Ferry to Myrtle Av., 10; Gates Av., 14; Manhattan Beach Crossing, 19; Van Siclen, 22, and Rockaway Beach, 54 minutes.

"AMERICA'S PLEASURE GROUNDS."

GLEN ISLAND

A delightful sail on fast going steamers. Two grand concerts daily. Magnificent foliage, rare plants, and horticultural wonders. An unequaled menagerie, mammoth aquarium, grand museum, all FREE. Genuine Glen Island Clam Bake. Dinners à la carte. "Klein Deutschland." "The Dairy." Boating, bathing, fishing, bowling and billiards.

TIME TABLE—STEAMERS LEAVE: Cortlandt St. Piers, 8:45, 10:00, 11:00 A. M., 12:00 M., 1:30, 2:30, 3:30, 5:15 P. M. So. 5th St., Brooklyn, 9:05, 10:20, 11:20 A. M., 12:20, 1:50, 2:50, 3:50 P. M. East 32d St., 9:30, 10:45, 11:45 A. M., 12:45, 2:15, 3:15, 4:15, 5:45 P. M. Leave Glen Island 11:00 A. M., 12:00 M., 1:00 P. M., for Cortlandt St. only; 3, 5, 5:30, 6, 7, 8 P. M. for all landings. EXTRA BOATS SUNDAYS.

Special Boat From East 32d St. Only,
ONE HOUR TO GLEN ISLAND.
9:00 A. M., 12:15 and 3:30 P. M. Returning, leave Glen Island 10:30 A. M., 1:30, and 5:30 P. M.
Special Boat From East 96th St. Only,
9:15 A. M., 12:15 and 3:15 P. M. Returning, leave Glen Island 2:00 and 7:30 P. M.
EXCURSION 40 CENTS,
Including Admission to all Attractions.

NIAGARA FALLS
ROUND **$8.00** TRIP

Tickets going Aug. 6 and returning any time to Aug. 8.

LEHIGH VALLEY SYSTEM

Trains leave New York, foot of Cortlandt and Desbrosses Sts., at 8:20 A. M., 7:00, 8:00, and 8:30 P. M., foot of West 23d St. at 7:50 A. M., 6:50, 7:40, and 8:26 P. M. Brooklyn Annex, foot of Fulton St., 7:45 A. M., 6:30, 7:30, and 7:50 P. M. For further particulars apply at Lehigh Valley Ticket Offices and at Eastern Passenger Office, 355 B'way.

Special THREE-DAY EXCURSIONS, Including HOTELS and ALL EXPENSES.

AUGUST 5. Thousand Islands, St. Lawrence Rapids, Montreal, New York, $18.
AUGUST 5. Thousand Islands, (Alexandria Bay and return,) $11.50. Second section, leaving AUGUST 6, $10.
AUGUST 6. Niagara Falls, $14.50.
FOUR-DAY EXCURSION.
AUGUST 5. Thousand Islands, St. Lawrence Rapids, Montreal, Lakes Champlain and George, and Saratoga, $30.
THOS. COOK & SON,
261 and 1225 Broadway, New York.

WEST POINT, NEWBURGH & POUGHKEEPSIE.

GRAND DAILY EXCURSION (Except Sunday) BY PALACE IRON DAY LINE STEAMERS "NEW YORK" and "ALBANY."
From Brooklyn, Fulton St., (by Annex)....8 A. M.
" New York, Desbrosses St. Pier..8:40 "
" New York, West 22d St. Pier.....9 "
Returning, due in New York 5:30 P. M.
MORNING and AFTERNOON CONCERTS

MANHATTAN BEACH.

Trains leave New York, foot 34th St., E. R.: Week days, 5:40, 6:40, 7:40, 10:50 A. M.; 12:10, 1:10, 1:50, 2:30, 3:10, 4:10, 5:10, 5:50, 6:30, 7:00, 7:30, 8:10, 9:30, 10:10 and 10:50 P. M.

Leave New York, foot Whitehall St., via 39th St., Brooklyn Ferry: Week days, 7:00, 8:00, 9:00, 10:00, 11:00 A. M.; 12:00 noon, 1:00, 1:40, 2:20, 3:00, 3:40, 4:20, 5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, 9:40 and 10:20 P. M.

LEGAL NOTICES.

SUPREME COURT OF THE STATE OF NEW York, County of New York.—THORNTON N. MOTLEY, Plaintiff, against FRANCIS FARMER FOX, Defendant.—In pursuance of an order duly made and entered in the above-entitled action by the Honorable Henry W. Bookstaver, one of the Justices of the Supreme Court, bearing date the 26th day of July, 1898, and duly entered and filed in the office of the Clerk of the County of New York on the 26th day of July, 1898, I, the undersigned, receiver of all the copartnership assets and effects of the firm of Thornton N. Motley & Company, will sell at public auction at the late place of business of the said firm of Thornton N. Motley & Company, Number 43 John Street, in the City of New York, Borough of Manhattan, on the 5th day of August, 1898, at ten o'clock in the forenoon of that day, all the property, assets, and effects of the said firm of Thornton N. Motley & Company, including the good will of the said firm, and all the outstanding contracts in which the said firm has any interest, together with all stock on hand, furniture, fixtures, and chattels of every name and nature belonging to the said firm, and also all accounts, bills receivable, claims, demands, leases, and all personalty of every kind and nature whatsoever and wheresoever the same may be situated, by Peter F. Meyer, Esq., auctioneer. The said assets and property of the said firm are to be sold in one lot, and the said business formerly carried on by the said firm is to be sold as a going concern at an upset price of $50,000 over and above all the debts and liabilities of the said firm, the purchaser to assume all the outstanding debts and liabilities of the said firm appearing upon the books of the said firm, and to give a bond for the payment of the same, and is also to assume the carrying out of all the contracts in which the said firm is interested. The purchaser will be allowed to inspect all the books, papers, and contracts of the said firm in the possession of the receiver upon the premises aforesaid.

Special attention is directed to the terms of the said order of Mr. Justice Bookstaver, which may be inspected at the office of the receiver, as to the manner of the sale.—Dated New York, July 26th, 1898.

ALBERT CARDOZO, Receiver,
52 Broadway, N. Y. City.
BENJAMIN N. CARDOZO, Attorney for Receiver, 52 Broadway, N. Y. City.

NEW YORK SUPREME COURT, NEW YORK County.—WILLIAM H. HUSSEY and FREDERICK HUSSEY, plaintiffs, against WILLIAM L. HAMILTON and others, impleaded with John Doe and Richard Roe, said names "John Doe" and "Richard Roe" being fictitious, the true names of said defendants being unknown to plaintiffs; John Williams and John Moore, the said names "John Williams" and "John Moore" being fictitious, the true names of said defendants being unknown to plaintiffs; said defendants John Doe and Richard Roe, John Williams and John Moore, being designated in the declaration of trust or agreement mentioned in the complaint in this action as Lester & Co. and Williams & Moore, respectively; and the persons who are, or who may claim to be, creditors of said William L. Hamilton or said William L. Hamilton and Mary A. McNiece, composing the firm of Hamilton & McNiece, said persons being hereby designated as "unknown," and being hereby described as the beneficiaries under a certain declaration of trust or agreement mentioned in the complaint in this action, made by John Glass, Junior, who are not enumerated therein by name, and also their executors, administrators, legal representatives and assigns, all of whose names are unknown to plaintiffs, defendants.

To the above-named defendants: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiffs' attorneys within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear, or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated the 9th day of June, 1898.

PHILLIPS & AVERY,
Attorneys for Plaintiffs,
154 Nassau Street, Tribune Building, Borough of Manhattan, New York City.

To all the defendants above named except William L. Hamilton: The foregoing summons is served upon you by publication, pursuant to an order of Hon. Henry Bischoff, Jr., a Justice of the Supreme Court of the State of New York, dated and filed with the complaint in the office of the Clerk of the County of New York on the 28th day of July, 1898.—Dated July 28th, 1898.

PHILLIPS & AVERY,
Attorneys for Plaintiffs,
Office and Post Office Address, 154 Nassau Street, Borough of Manhattan, New York City.
au1-1aw8wM

BOARDERS WANTED.

10TH ST., 31 WEST.—First-class rooms; reasonable; transients accommodated; references; table boarders taken.

FURNISHED ROOMS.

DESIRABLE ROOM OR ROOMS, WITH ALL conveniences, for one or two gentlemen; house west side, near 93d St. L. station and Central Park. Address S. E., Box 191 Times Office.

SITUATIONS WANTED—MALES.

Coachmen.

COACHMAN.—North of Ireland Protestant; recently landed; first-class reference; understands care of fine horses, harness, and carriages; good careful driver. P., Box 329 Times Uptown Office, 1,269 Broadway.

HELP WANTED—MALES.

WANTED—A young man of enterprise and ability to solicit advertisements for a leading New York paper. S., Box 101 Times Office.

ONE DOLLAR PER YEAR.

The New York Times Saturday Review of Books and Art,

a newspaper in itself; 16 pages, and occasionally 24, devoted entirely to books and art.

Selected classified lists of books printed several times a year as a guide to readers, with occasional lists on special topics of the day.

Books reviewed often from advance sheets; all the important books reviewed.

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Regular letters from London, Paris, and Boston.

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The best and cheapest literary publication in America.

Write for free sample copy.

The New York Times.
"All the News That's Fit to Print."

TRAVELERS' GUIDE—SHIPPING.

HAMBURG-AMERICAN
TWIN SCREW EXPRESS LINE

DIRECT TO PARIS, LONDON, HAMBURG
A. Victoria, Aug. 11, 9 AM | A. Victoria, Sept. 8, 9 AM
F. Bism'ck, Aug. 25, 9 AM | F. Bism'ck, Sept. 22, 9 AM
Twin Screw Service, N. Y.—Hamburg Direct
Pennsylvania, Au. 6, 9 AM | Pretoria, Aug. 20, 7 A M
Palatia, Aug. 13, 3 P. M. | Patria, Aug. 27, 1 PM
HAMBURG-AMERICAN LINE, 37 Broadway, N. Y.

AMERICAN AND RED STAR LINES
NEW YORK—SOUTHAMPTON—ANTWERP.
The steamers performing this service are either British or Belgian.
Sailing every Wednesday at noon.
Southwark......Aug. 3 | Noordland......Aug. 24
Westernland....Aug. 10 | Friesland.......Aug. 31
Kensington.....Aug. 17 | Southwark......Sept. 7
INTERNATIONAL NAVIGATION COMPANY,
Piers 14 & 15 North River. Office, 6 Bowling Green.

ATLANTIC TRANSPORT LINE.
NEW YORK—LONDON.

WINIFREDA	August 6
CLEOPATRA	August 13
VICTORIA	August 20
BOADICEA	August 27
ALEXANDRA	September 3

ALL NEW STEAMERS, THOROUGHLY AND LUXURIOUSLY FITTED WITH EVERY MODERN CONVENIENCE. ALL STATEROOMS LOCATED AMIDSHIPS ON UPPER DECKS. STEAMERS SAIL FROM PIER 39 NORTH RIVER, FOOT OF WEST HOUSTON ST. APPLY 1 BROADWAY.

ANCHOR LINE.
GLASGOW VIA LONDONDERRY.
From Pier 54 N. R., foot West 24th St.
Anchoria, Aug. 6, Noon | Ethiopia, Sept. 3, Noon
Furnessia, Aug. 20, Noon | Anchoria, Sept. 17, Noon
City of Rome..........Sept. 10, Noon
Cabin Passage, $50 and Upwards.
Second Cabin:
Furnessia, $37.50. Other steamers, $35.
Steerage Passage:
Furnessia, $24.50. Other Steamers, $23.50.
For new illustrated Book of Tours, etc., apply to HENDERSON BROTHERS, agts., 7 Bowling Green.

WHITE STAR LINE.
NEW YORK—QUEENSTOWN—LIVERPOOL.
Teutonic, Aug. 3, Noon | Cymric, Aug. 30, 9 AM
Britannic, Aug. 10, Noon | Teutonic, Aug. 31, Noon
Majestic, Aug. 17, Noon | Britannic, Sept. 7, Noon
Germanic, Aug. 24, Noon | Majestic, Sept. 14, noon
Saloon rates on Cymric, $65 up; Germanic, Britannic, $75 up; Majestic, Teutonic, $100 up. Second Cabin, $42.50 upwards; Steerage on Cymric, Germanic, and Britannic, $25.50; on Majestic and Teutonic, $27.00. Revenue tax additional. For passage, freight, and general information apply to WHITE STAR LINE, Pier 45 North River. Office, 9 Broadway, N. Y.

CUNARD LINE.
TO LIVERPOOL VIA QUEENSTOWN.
From Pier 40 N. R., foot of Clarkson St.
Lucania, Aug. 6, 9 A M | Servia, Aug. 23, 9 AM
Etruria, Aug. 13, 11 AM | Umbria, Aug. 27, 10 AM
Campania, Aug. 20, 3 AM | Lucania, Sept. 3, 8 AM
VERNON H. BROWN & CO., Gen. Agents,
4 BOWLING GREEN, NEW YORK.

COOK'S TOURS ROUND THE WORLD, Sept. 12, October 11. HOLY LAND, Sept. 24. EUROPE, Aug. 20, Sept. 10, Oct. 1, &c. THOS. COOK & SON, 261 and 1,225 B'way, N. Y.

JAPAN-CHINA.
PACIFIC MAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. S. CO.
Between San Francisco, Shanghai, Yokohama, and Hongkong:
Steamers leave San Francisco.
DORIC, via Honolulu..........Aug. 13, 1 P. M.
BELGIC, via Honolulu..........Sept. 3, 1 P. M.
PERU, via Honolulu............Sept. 13, 1 P. M.
COPTIC, via Honolulu..........Sept. 22, 1 P. M.
CITY RIO DE JANEIRO, via Honolulu, Oct. 1.
For freight, passage, and general information apply at 349 Broadway or 1 Battery Place, Washington Building, and 287 Broadway.

OLD DOMINION LINE.
UNINTERRUPTED SERVICE.
Shortest Sea Trips Out of New York.
Delightful tours to Old Point Comfort, Norfolk, Newport News, Petesburg, Portsmouth, Pinner's Point, Richmond, Virginia Beach, Va., and Washington, D. C. Freight and passenger steamers sail from Pier 26 North River every week day, except Saturday, at 3 P. M., and Saturday at 4 P. M. W. L. GUILLAUDEU, Vice Pres't & Traffic Mgr.

TRAVELERS' GUIDE—STEAMBOATS.

Hudson River by Daylight.
PALACE IRON DAY LINE STEAMERS
"NEW YORK" and "ALBANY."
Finest and fastest river steamers in the world.
Daily except Sunday.
Leave Brooklyn, Fulton St. (by Annex,) 8 A. M.
" New York, Desbrosses St. Pier..8:40 "
" " West 22d St. Pier......9 "
For ALBANY, landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill and Hudson. Best route to the CATSKILLS, SARATOGA, etc. Through tickets, NORTH, EAST, and WEST. Baggage checked from residence to destination by New York Transfer Co.

CATSKILL EVENING LINE.
Steamers ONTEORA (new) and KAATERSKILL leave foot of Christopher St. every week-day at 6 P. M.
On Saturdays ONTEORA at 1:30 P. M. and KAATERSKILL at 6 P. M.
Trains for Cairo, Palenville, Otis Summit, Haines Corners, Tannersville, etc., connect. Bicycles free. Horses and carriages taken. Descriptive folder mailed free.

Albany Evening Line.
The popular steamers ADIRONDACK and DEAN RICHMOND will leave Old Pier 41, N. R., foot Canal St., at 6 P. M. daily, (Sundays excepted,) making direct connections with trains North, East, and West.

NEW HAVEN.—Fare, $1. Excursion, $1.50. Sunday excursion, $1.00. Fast steamers leave Pier 25 E. R., week days, 3 P. M. and 12 midnight sharp. Sundays, 9:30 A. M. and 12 midnight sharp; week day steamers connect on wharf with trains for Meriden, Hartford, Springfield, and points North.

Hudson River Steamer Mary Powell. Leaving Desbrosses St. 3:15 P. M., (Saturdays 1:45 P. M.,) West 22d St. 3:30 P. M., (Saturdays 2 P. M.,) for CRANSTONS, WEST POINT, CORNWALL, NEWBURGH, NEW HAMBURGH, MILTON, POUGHKEEPSIE, HYDE PARK, RONDOUT, and KINGSTON.

HUDSON AND COXSACKIE BOATS leave foot of Christopher St. every week-day at 6 P. M., connecting with B. & A. R. R. Saturdays an extra boat (new steamer ONTEORA) at 1:30 P. M. for Catskill, with annex to Hudson.

RAMSDELL LINE FOR NEWBURGH, CALLING at West Point, Cold Spring, and Cornwall—Fishkill (by ferry.)—Leave Pier 24, North River, foot Franklin St., week days, (except Saturday,) 5 P. M.; Saturdays 3 P. M.; landing at 132d St., N. R., 3:30; Sundays, 9 A. M.; 132d St., N. R., 9:30.

TRAVELERS' GUIDE—RAILROADS.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL
& HUDSON RIVER R. R.

THE FOUR-TRACK TRUNK LINE.

9 HOURS TO NIAGARA FALLS.

All through trains stop at Albany, Utica, Syracuse, Rochester, and Buffalo.

Trains leave Grand Central Station, Fourth Avenue and 42d Street, as follows:

8:30 A. M.—Daily, except Sunday. Famous EMPIRE STATE EXPRESS LIMITED. Fastest train in the world. Due Buffalo 4:45, Niagara Falls 5:32, Toronto 9 P. M. Detroit 11:10 P. M. Train is limited to its seating capacity.

8:33 A. M.—ADIRONDACK MOUNTAINS, THOUSAND ISLANDS, AND MONTREAL SPECIAL, daily, except Sunday.

8:45 A. M.—FAST MAIL—Daily, for Poughkeepsie, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, and Cleveland.

9:40 A. M.—SARATOGA AND MONTREAL SPECIAL, daily, except Sunday—For Catskill Mountains, Troy, Saratoga, Lake George, Green Mountains, and Montreal.

10:00 A. M.—NORTH SHORE LIMITED. Daily. 24-hour train to Chicago, via Michigan Central; due Buffalo 8:40, Niagara Falls 9:30 P. P., Chicago, 9:00 A. M. Sleeping and Parlor cars only. Parlor car to Richfield Springs, except Sundays.

10:30 A. M.—DAY EXPRESS, except Sunday. For important State points.

1:00 P. M.—SOUTHWESTERN LIMITED and CHICAGO SPECIAL. Daily—For Columbus, Cincinnati, St. Louis, and Chicago.

3:30 P. M.—TROY AND SARATOGA SPECIAL, except Sunday—For Garrison, (West Point,) Albany, Troy, and Saratoga.

5:00 P. M.—LAKE SHORE LIMITED. Daily—24-hour train to Chicago, via Lake Shore; due Cleveland 7:15 A. M. Connects for Cincinnati, due 5:15 P. M., due Chicago 4:00 P. M. Sleeping and parlor cars only.

6:00 P. M.—WESTERN EXPRESS. Daily—For Niagara Falls, Toronto, Cleveland, Toledo, Detroit, Chicago, Cincinnati.

6:25 P. M.—NORTHERN EXPRESS. Daily—For Troy, Plattsburg, Burlington, Montreal, and, except Saturday nights, for Ottawa.

7:40 P. M.—ADIRONDACK MOUNTAINS, THOUSAND ISLANDS, AND MONTREAL EXPRESS, daily, via Utica.

8:45 P. M.—BUFFALO AND SOUTHWESTERN SPECIAL, daily—For Rochester, Buffalo, Niagara Falls, Cleveland, Cincinnati, Indianapolis, and St. Louis.

9:00 P. M.—SPECIAL LIMITED MAIL. Daily—Sleeping car only for Fall Brook, via Lyons, and for Rochester and Buffalo.

9:15 P. M.—PACIFIC EXPRESS. Daily—For Oswego, Ogdensburg, Cape Vincent, Niagara Falls, Cleveland, Toledo, Chicago, and, except Saturdays, for Auburn Road.

12:10 Night—MIDNIGHT EXPRESS. For Chicago, except Sunday nights. Sunday nights Chicago sleepers leave at 9:15.

HARLEM DIVISION.

9:15 A. M. and 3:27 P. M.—Daily, except Sunday, to Pittsfield. Sundays only at 9:20 A. M. Wagner Palace Cars on all through trains. Trains illuminated with Pintsch Light.

Ticket offices at 113, 261, 413, and 942 Broadway, 31 East 14th St., 235 Columbus Av., 61 West 125th St., Grand Central Station, 125th St. and 138th St. Stations, New York; 338 and 726 Fulton St. and 106 Broadway, E. D., Brooklyn. Telephone "2790 Thirty-eighth Street" for New York Central Cab Service.

Baggage checked from hotel or residence by the Westcott Express Company.

EDGAR VAN ETTEN, GEORGE H. DANIELS,
General Superintendent. General Pass. Agent.

WEST SHORE R. R.

Trains leave W. 42d St. Station, N. Y., as follows, and 15m. earlier from foot of Franklin St.:

A, 10:00 A. M. Daily, except Sunday, for Cornwall, Newburgh, Kingston, New Paltz, Lakes Mohonk and Minnewaska, and all Catskill Mountain points.

B, 11:35 A. M. Daily, except Sunday, for Cranston's, West Point, Kingston, New Paltz, Lakes Mohonk and Minnewaska, Catskill Mountains, Albany, Saratoga, and Lake George.

1:00 P. M. CONTINENTAL LIMITED. Daily, for Albany, Syracuse, Rochester, Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, and St. Louis. Arrives Chicago and St. Louis next afternoon.

1:15 P. M. Half-Holiday Special. Runs Saturdays only for all Catskill Mountain points.

C, 4:00 P. M. Daily, except Sunday, for Conton, Lakes Mohonk and Minnewaska, Catskill Mountains, Catskill, and Albany.

C, 4:00 P. M. Daily, except Sunday, for Congers, Cranston's, West Point, Cornwall, Newburgh, and intermediate stations to Albany.

6:00 P. M. Daily, except Sunday, for Albany, Saratoga, Montreal, and Eastern Canada.

6:30 P. M. Chicago and St. Louis Limited. Daily for Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis.

7:45 P. M. Daily, except Sunday, for Syracuse, Rochester, Buffalo, and Toronto.

8:15 P. M. Daily, for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis, Saturday night has sleeping car for Catskill Mountains.

A, B, C.—Leaves Brooklyn Annex A, 9:15 A. M. B, 10:45 A. M. C, 3:05 P. M. Jersey City P. R. R. Station A, 9:45 A. M. B, 11:20 A. M. C, 3:35 P. M.

Time Table at principal hotels and offices.

C. E. LAMBERT, General Passenger Agent,
5 Vanderbilt Av., New York.

DELAWARE, LACKAWANNA AND WESTERN

Stations in New York foot of Barclay and Christopher Streets.

VESTIBULED TRAINS, PULLMAN BUFFET CARS, PINTSCH LIGHT.

8:00 A. M.—BINGHAMTON MAIL. Stops at principal stations.

10:00 A. M. (café car)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, UTICA, RICHFIELD SPRINGS, SYRACUSE, and OSWEGO EXPRESS. Pullman Palace Cars. Connecting at Buffalo with trains for Chicago and points West.

1:00 P. M. (daily)—CHICAGO and BUFFALO VESTIBULED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, &c. Pullman Buffet Parlor Cars to Elmira. Through sleeping cars and day coach to Chicago, arriving at 4:15 P. M. next day.

4:00 P. M.—SCRANTON, WILKESBARRE, and PLYMOUTH EXPRESS. Pullman Buffet Parlor Cars.

7:00 P. M. (daily)—CHICAGO and BUFFALO VESTIBULED LIMITED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, BUFFALO. Through Buffet Sleeping Car to Chicago.

8:30 P. M. (daily)—BUFFALO EXPRESS. Pullman Sleeper for SCRANTON, BINGHAMTON, ELMIRA, BATH, MT. MORRIS, and BUFFALO, arriving Buffalo 8 A. M.

9:30 P. M. (daily)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, SYRACUSE, RICHFIELD SPRINGS, and OSWEGO EXPRESS. Pullman Buffet Sleepers.

TICKETS AND PULLMAN ACCOMMODATIONS at Henry Gaze & Sons, Ltd., 113 Broadway, 14 Park Place, 429 Broadway, and 942 Broadway. Tickets at Ferry Stations, 111 Fourth Av., cor. 12th St.; 61 West 125th St., 235 Columbus Av., New York; 338 and 723 Fulton St., and 106 Broadway, Brooklyn. Time tables, giving full information, at all stations.

Westcott's Express Company will call for and check baggage from hotel or residence to destination.

ERIE RAILROAD

Through trains leave New York, foot of Chambers Street, as follows, and five minutes earlier from West 23d Street:

9:00 A. M.—Vestibuled Express daily for Binghamton, Waverly, Elmira, Buffalo, Bradford, arrives Buffalo 8 P. M. Parlor car to Buffalo.

9:15 A. M.—Vestibuled Express daily for Port Jervis and Monticello. Daily except Sunday for Lackawaxen, Honesdale, and important local points to Elmira. Pullman Parlor Cars for Monticello and Elmira.

2:00 P. M.—Vestibuled Limited Fast Mail daily. Solid train for Chicago, arrives Cleveland 7:40 A. M., Chicago 5 P. M. Sleepers to Chicago, Cleveland, and Cincinnati. Dining Car.

7:30 P. M.—Buffalo and Cleveland Vestibuled Express daily, arrives Buffalo 7:05 A. M., Bradford 7:20 A. M., Jamestown 7:00 A. M., Youngstown 10:27 A. M., Cleveland 12:30 P. M. Sleepers to Buffalo and Cleveland. Café Library Car.

9:15 P. M.—Daily solid train for Binghamton, Elmira, Waverly, Chicago. Sleepers to Hornellsville, Chicago, and Cincinnati. Dining Car.

Tickets, local time cards, and Pullman accommodation at 111, 113, 261, 401, and 957 Broadway, 127 Bowery, 156 East 125th St., and 273 West 125th St., Chambers and West 23d St. Ferries, New York; 333 and 860 Fulton St., 98 Broadway, Brooklyn; 122 River St., Hoboken, and Jersey City Station. New York Transfer Co. calls for and checks baggage from hotels and residences to destination.

NEW YORK AND LONG BRANCH RAILROAD
SUMMER SCHEDULE.

All Rail Line for Long Branch, Ocean Grove, Asbury Park, and Atlantic Coast Resorts to Point Pleasant.

TRAINS LEAVE NEW YORK AS FOLLOWS:

From foot of Cortlandt and Desbrosses Streets 4:45, 9:10 A. M., 12:10, *1:20, (Saturdays only,) 2:30, *3:10, *3:40, 4:20, *5:10, 7:00 P. M. Sundays 8:15, 9:45 A. M., 5:15 P. M.

From foot Liberty Street, 4:30, 8:30, 10:00 A. M., *1:00, (Saturdays only,) 2:15, *3:30, 3:53, *4:45, 5:30, 6:15, 8:00, (Saturdays only,) P. M. Sundays 9:15 A. M., 1:30, 4:00 P. M.

From South Ferry, Foot Whitehall Street, 8:25, 10:00 A. M., *1:00, (Saturdays only,) 2:10, *3:30, 3:40, *4:40, 5:25, 6:10, 7:50 (Saturdays only) P. M. Sundays 8:55 A. M., 3:55 P. M.

From Foot West Twenty-third Street 8:50, 11:50 A. M., *12:50, (Saturdays only,) 2:20, *2:50, *3:20, 3:50, *4:50, 6:50 P. M. Sundays 7:50, 9:20 A. M., 4:50 P. M.

Sunday trains do not stop at Ocean Grove and Asbury Park.

*Denotes express trains.

NEW YORK, ONTARIO & WESTERN RY.

Trains leave foot of W. 42d St. as follows, (15 minutes earlier from Franklin St.:)

7:55 A. M.—Day Express for all stations. Connections for Lakes Mohonk and Minnewaska, and Ellenville. Parlor Cars.

9:15 A. M.—Mountain Express to Liberty and intermediate stations. Lake Kiamesha and White Lake, Ellenville. Parlor Cars.

1:00 P. M. (Saturdays only)—Stations to Rockland, Lake Kiamesha, White Lake, and Ellenville. Parlor Cars.

3:15 P. M.—Vestibule Limited. Stations to Rockland, Lakes Mohonk and Minnewaska, Ellenville, Lake Kiamesha, and White Lake. Parlor Cars.

6:15 P. M. (Franklin St. 5:45 P. M.)—To Chicago, (daily.) Stops at Middletown, Liberty, L. Manor, Walton, Norwich, Oneida, Oswego, Niagara Falls. Wagner Sleeper and Reclining Chair Car (seats free) through to Chicago, via Wabash.

TICKETS AND PARLOR CAR SEATS AT 371 Broadway, N. Y. N. Y. Transfer Co. checks baggage from residence to destination.

TRAVELERS' GUIDE—RAILROADS.

PENNSYLVANIA RAILROAD.

STATIONS foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.

☞The leaving time from Desbrosses and Cortlandt Streets is ten minutes later than that given below for Twenty-third Street Station.

7:50 A. M. FAST MAIL.—Pullman Buffet Parlor Car New York to Pittsburg. Sleeping Car Pittsburg to Chicago. No coaches to Pittsburg.

8:50 A. M. FAST LINE.—Pittsburg and Cleveland.

9:50 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sleeping, Dining, Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, Cincinnati, Indianapolis, Louisville, St. Louis.

1:50 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville, (via Cincinnati,) Chicago, St. Louis.

5:50 P. M. WESTERN EXPRESS. For Cleveland, Chicago. For Toledo, except Saturday.

7:40 P. M. SOUTHWESTERN EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, St. Louis.

7:40 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. Connects for Cleveland except Saturday.

8:20 P. M. MAIL AND EXPRESS.—Pullman Buffet Sleeping Car New York to Altoona, East Liberty, Pittsburg, and points West, daily except Sunday. No coaches.

WASHINGTON AND THE SOUTH.

7:50, 8:20, 9:20, 9:50, (Dining Car,) 10:50, (Dining Car,) A. M., 12:50, 1:50, (3:20 "Congressional Lim.," all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night. Sunday, 8:20, 9:20, 10:50, (Dining Car,) A. M., (3:20 "Congressional Lim., all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night.

SOUTHERN RAILWAY.—Express, 4:20 P. M., 12:05 night daily.

ATLANTIC COAST LINE.—Express, 9:20 A. M. and 8:50 P. M. daily.

CHESAPEAKE & OHIO RAILWAY.—4:50 P. M. daily.

FOR OLD POINT COMFORT and NORFOLK.—7:50 A. M. week days and 7:40 P. M. daily.

ATLANTIC CITY.—1:50 P. M. week days, (Desbrosses and Cortlandt Streets 2:10 P. M.) Through Vestibuled Train, Buffet Parlor Cars, Passenger Coach, and Combined Coach.

CAPE MAY.—12:50 P. M. week days. Through Pullman Buffet Parlor Car.

Long Branch, Asbury Park, (Interlaken, Sundays,) Ocean Grove, and Point Pleasant, (from West Twenty-third Street Station,) 8:50, 11:50 A. M., (12:50 Saturdays only,) 2:20, 2:50, 3:20, 3:50, 4:50, 6:50 P. M. Sundays 7:50, 9:20 A. M., 4:50 P. M., (from Desbrosses and Cortlandt Streets,) 4:45, 9:10 A. M., 12:10, (1:20 Saturdays only,) 2:30, 3:10, 3:40, 4:20, 5:10, 7:00 P. M. Sundays, 8:15, 9:45 A. M., 5:15 P. M.

FOR PHILADELPHIA.

6:10, 7:20, 7:50, 8:20, 8:50, 9:20, (9:50 Penna. Limited,) 9:50, (Dining Car,) 10:50, (Dining Car,) 11:50 A. M., 12:50, 1:50, 2:50, 3:50, 4:20, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night. Sundays, 6:10, 8:20, 8:50, 9:20, 9:50, (Limited,) 9:50, 10:50, (Dining Car,) A. M., 1:50, (Dining Car,) 3:50, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night.

Ticket offices Nos. 461, 944, 1,196, 1,323, 111, and 261 Broadway; 1 Astor House, West Twenty-third Street Station, and stations foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway, and Pennsylvania Annex Station, Brooklyn; Station Jersey City. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

Telephone "1274 Eighteenth Street" for Pennsylvania Railroad Cab Service.

J. B. HUTCHINSON, J. R. WOOD,
General Manager. General Pass'r Agent.

Central Railroad of New Jersey.

Anthracite coal used exclusively.

Four tracks. "Electro Pneumatic" Signals.

Stations in New York, foot of Liberty St., and South Ferry, Whitehall St.

Trains leave foot of Liberty St.

On and after June 26, 1898.

For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:00, 7:15, 9:10 A. M., (12:00 M. to Easton,) 1:30, (4:40 to Easton,) 5:45 (7:30 to Easton) P. M. Sundays, 4:30 (7:00 to Easton) A. M., 1:00, 5:30, 6:00 P. M.

For Wilkesbarre, Pittston, and Scranton, 4:00, 9:10 A. M., 1:30 P. M. Sundays, 4:30 A. M.

For Reading and Harrisburg at 4:00, 4:30, 8:00, 9:10 (10:00, 11:30 to Reading) A. M., 1:45, 4:30, 5:00, 5:45 (9:00 to Reading) P. M., 12:15 night. Sundays, 4:30 (11:30 to Reading) A. M., 1:00, 1:45, 5:30, 6:00 P. M., 12:15 night.

For Sunbury, Lewisburg, and Williamsport at 4:00, 8:00, 9:10 A. M., 1:30, 1:45, 9:00 P. M., 12:15 night. Sundays, 4:30 A. M., 1:00, 1:45, 6:00 P. M., 12:15 night.

ALL RAIL ROUTE.

FOR LONG BRANCH, OCEAN GROVE, &c.

For Red Bank, Long Branch, Asbury Park, Ocean Grove, and points south to Point Pleasant, 4:30, 8:30, 10:00 A. M., (1:00 Saturdays only,) (1:30 Red Bank only,) 2:15, 3:30, 3:53, (4:30 Red Bank only,) 4:45, 5:30, 6:15 (8:00 Saturdays only) P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:15 A. M., 1:30, 4:00 P. M.

For Atlantic Highlands, 4:30, 5:50, 8:30, 10:00 A. M., 1:30, 4:30, 6:15 P. M. Sundays, 9:00 A. M., 4:00 P. M.

For Lakewood, Toms River, Barnegat Park, and Barnegat, 4:30, 8:30 A. M., 1:30, 4:30 P. M. Sundays, 9:15 A. M.

For Atlantic City, Vineland, and Bridgeton, 4:30 A. M., 1:30 P. M.

For Monmouth Beach, Seabright, and Highlands of Navesink, 4:30, 8:30, 10:00 A. M., 2:15, 4:45, 6:15 P. M.

SANDY HOOK ROUTE.

FOR LONG BRANCH, OCEAN GROVE, &c.

From Pier 8 N. R., foot of Rector St.

For Atlantic Highlands, Highlands of Navesink, Normandie, Rumson Beach, Seabright, Monmouth Beach, and Long Branch, 4:30, 9:00, 11:00 A. M., 1:00, 2:00, 3:45, 4:30, 5:30 P. M. Sundays, 9:30 A. M., 1:00 P. M.

For Elberon, Asbury Park, Ocean Grove, and points south to Point Pleasant, 9:00, 11:00 A. M., (1:00 Saturdays only,) 2:00, 3:45, 4:30, 5:30 P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:30 A. M., 1:00 P. M.

ROYAL BLUE LINE.

FOR PHILADELPHIA, BALTIMORE, AND WASHINGTON.

From Foot of Liberty St.

Week days, 4:30, 8:00, 10:00, (11:30, Dining Car) A. M., 1:00, 1:45, 3:30, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Sundays, 4:30, 10:00 (11:30 Dining Car) A. M., 1:45, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Additional trains for Philadelphia week days, 9:00 A. M., 4:00, 4:30, 7:30, 9:00 P. M. Sundays, 9:00 A. M., 4:00 P. M.

BOATS LEAVE SOUTH FERRY, WHITEHALL ST.

Week days, 7:10, 7:55, 8:25, 8:40, 8:55, 9:08, 9:20, 9:35, 10:00, 10:15, 10:45, 11:08, 11:30, 11:55 A. M., 12:25, 12:45, 1:00, 1:25, 1:45, 2:10, 2:25, 2:55, 3:30, 3:40, 3:55, 4:25, 4:40, 4:55, 5:25, 5:55, 6:10, 6:25, 6:55, 7:30, 7:50, 8:25, 9:10, 9:55, 10:55, 11:40 P. M., 12:15 mdt. Sundays, 7:00, 7:55, 8:55, 10:00, 11:20 A. M., 12:00 M., 12:55, 1:45, 2:30, 3:00, 3:55, 4:20, 4:55, 5:25, 6:00, 6:30, 7:25, 8:25, 9:20, 9:55, 10:55 P. M., 12:15 mdt.

Tickets and parlor car seats at foot of Liberty St., Whitehall St., 113, 172, 261, 434, 944, 1,294, 1,323 Broadway, 737 6th Av., 31 East 14th St., 153 East 125th St., 273 West 125th St., 251 Columbus Av., New York; 4 Court St., 860 Fulton St., Brooklyn; 98 Broadway, Williamsburg. The N. Y. Transfer Co. will call for and check baggage from hotels or residences to destination.

LEHIGH VALLEY SYSTEM.

Stations foot of West 23d St., (Penn. R. R.,) Cortlandt or Desbrosses St.

*Indicates time from West 23d St. Other figures show time from Cortlandt or Desbrosses St.

*6:10, 6:20 A. M. daily, (Sundays *6:45, 7 A. M.,) for EASTON and intermediate stations.

*7:50, 8:20 A. M. daily for WILKESBARRE, SCRANTON, ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and the West, and principal local points; dining car and chair car to Buffalo.

*11:50, 12:00 noon daily, except Sunday,

"BLACK DIAMOND EXPRESS."

Arrives Buffalo 9:55 P. M. Pullman Vestibule Day Coaches and Parlor Cars, Dining-Car Service. Meals à la carte. Connects at Buffalo with through sleepers to Detroit and Chicago.

*12:50, 1:00 P. M. daily for EASTON, MAUCH CHUNK, WILKESBARRE, SCRANTON, and coal branches. Chair car to Easton.

*3:50, 4:10 P. M. daily, except Sunday, for WILKESBARRE, PITTSTON, SCRANTON, and principal intermediate stations. Connects for all points in coal regions. Pullman Buffet Parlor Car for Wilkesbarre.

*4:50, 5:20 P. M. daily, except Sunday, for EASTON and intermediate stations.

*4:50, 5:15 P. M. Sundays only for MAUCH CHUNK and intermediate stations.

*5:50, 6:10 P. M. daily, except Sunday, for EASTON and principal intermediate stations.

*6:50, 7:00 P. M. daily for BUFFALO, NIAGARA FALLS, and all points West. Pullman sleeper vestibule train N. Y. to Chicago. Sleepers to Buffalo and Toronto. Dining Car New York to Easton.

*7:40, 8:00 P. M. daily, except Sunday, stopping only at SOUTH PLAINFIELD, EASTON, BETHLEHEM, MAUCH CHUNK, SAYRE, GENEVA, ROCHESTER, BATAVIA, BUFFALO, and TORONTO. Pullman Sleeper for Buffalo. None but sleeping-car passengers carried. No baggage carried.

*8:20, 8:30 P. M. daily for WILKESBARRE, ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and all points West. Pullman Sleeper to Chicago.

Additional local trains daily, except Sunday, for SOUTH PLAINFIELD, BOUND BROOK, and intermediate points leave as follows: *10:20, 10:50, *10:20, 10:30, (Sundays only,) A. M., *2:20, 2:30, *3:50, 4:10, *5:50, and 6:30 P. M.

Tickets and Pullman accommodations at 113, 261, 273, 355, 944, and 1,323 Broadway, 31 E. 14th St., 156 E. 125th St., 127 Bowery, N. Y.; 860 Fulton St., 4 Court St., 98 Broadway, and Brooklyn Annex, Brooklyn.

N. Y. Transfer Co. will call for and check baggage from hotel or residence through to destination.

BALTIMORE & OHIO R. R.

Leave New York, Whitehall Terminal, South Ferry, and foot of Liberty Street.

*Daily. †Except Sunday. ‡Sundays.

CHICAGO, *4:30 A. M., *1:45 P. M., *12:15 night.

PITTSBURG, *4:30 A. M., †3:30 P. M., ‡1:45 P. M., *12:15 night, (4:30 A. M. trains from Liberty St. only.)

CINCINNATI, ST. LOUIS, *10:00 A. M., *5:55 P. M.

NEW ORLEANS, *4:55 P. M., (through sleeper.)

ROYAL BLUE TRAINS.

To PHILADELPHIA, WASHINGTON, BALTIMORE, †7:55, *10:00, (Diner,) *11:30 A. M., (Diner,) †1:00 P. M., *1:45, (Diner,) *3:30, (Diner,) *4:55, (Diner,) *5:55 P. M. and *12:15 night. NORFOLK, *11:30 A. M.

All trains are illuminated with Pintsch Light.

Offices: 113, 172, 261, 434, 1,284 B'way, 31 E. 14th St., 127 Bowery, N. Y.; 339, 344 Fulton St., Brooklyn; Whitehall Terminal. Baggage checked from hotel or residence to destination.

THE EXPRESS RECEIPT TAX

Plans of the Merchants' Association in Its Fight Against the Companies.

TO PATRONIZE PACKING MEN

The Idea Is to Ship Large Consignments of Goods Under One Cover, Thus Saving Much in Charges According to Rate Schedule.

The papers have been prepared in the suit being brought under the direction of the Merchants' Association of New York against the express companies for the purpose of testing in the broadest possible manner the question as to where the responsibility lies for the payment of the war stamp tax on express receipts, as provided for in the War Revenue bill. This tax the express companies refused to pay, claiming that under the act they were not obliged to do so, their duty being merely to see that the stamp was affixed and canceled. They forced the shippers to pay the tax, and large numbers of the latter protested through the Merchants' Association, that association as a body having filed protests with the express companies on the day on which the act became operative.

The association then instructed its counsel to bring such action against the express companies as was necessary to get this question before the courts for a judicial interpretation of the wording of the statute. James B. Dill of the law firm of Dill, Seymour & Kellogg, is the counsel for the Merchants' Association. Joseph H. Choate was retained as special counsel. A number of legal questions arose as to the best method of bringing the contemplated suit; but these have finally been settled, and the papers have been submitted to the counsel for the express companies, who have agreed to expedite the matter as much as possible. The suit will be pushed to a speedy hearing.

President King Talks.

Referring to the position of the express companies in this matter, President William F. King of the Merchants' Association said yesterday:

"The letter of Internal Revenue Commissioner Scott addressed to United States Quartermaster General Ludington, which was recently published in the newspapers, reads as follows:

> In case of persistence by agents of the Adams Express Company, in their refusal to accept Government goods offered for transportation by express, I suggest that stamps be affixed to the receipts by those who offer the goods and that accurate account be kept of all stamps applied; also that the facts be reported to the Auditor for the War Department, with the request that no more payments be made on account to the Adams Express Company for services performed by it on behalf of the Government until an agreement shall be reached for the future discharge of its obligations in this respect.

"This is additional evidence confirming the opinion of the officers of the Merchants' Association that it was the intent and purpose of the war revenue law that the express companies should pay for as well as affix and cancel the one-cent stamp on express receipts and bills of lading, as provided for under that law, and that the officers of the Merchants' Association were right in commencing legal proceedings for the purpose of compelling the express companies thus to pay for as well as affix and cancel these stamps instead of throwing the burden of such payment upon the merchants and shippers.

To Ship by Freight.

"There are in New York to-day five legitimate packing companies. Their business is entirely the packing of bundles of goods into large packages, and the shipment of them by freight and express. A meeting of these packing companies has been held for the purpose of considering the advisability of giving bonds for the faithful performance of their work as a guarantee that in case of loss or damage all claims would be paid promptly. One of the largest of these packing companies has agreed to give a bond of $25,000. Consultations are now being held with the other companies to see if they will do likewise. In case they will agree to furnish the bonds required a circular will be mailed to every merchant in the United States calling attention to the facts in the case, and advising them that freight thus shipped will be shipped promptly.

"The high express charges have resulted in the falling off of business in small towns throughout the country. These express charges frequently absorb more than the profit on the goods. This is especially the case in small packages, where the price for transportation is in some cases 2,500 per cent. higher than the rate charged per 100 pounds to the same place. In such small towns it would be a good plan to have an arrangement made by the local merchants by which they would ship all their goods under one cover over the different lines reaching them, thereby decreasing the cost of obtaining their merchandise. There is very little doubt that every trade centre in the United States would co-operate in this manner by favoring packing companies in order to bring the charges on merchandise down to the lowest possible point.

For State Jurisdiction.

"The Merchants' Association is now at work preparing a form of bond which will be required of the packing companies in this city. Counsel is also preparing a bill to be introduced at the next session of the Legislature of this State providing for the placing of the express companies under the jurisdiction of the State Railway Commission and on the same basis as the railroad companies.

"The express companies of the country practically form a monopoly in their business. They make their own rates, without reference to the Inter-State Commerce Commission or State Railway Commissions; they enact any policy they see fit; they do not make public any statement of their affairs, and, in fact, their work is done under cover, the public being completely in the dark as to their methods of doing business, upon what basis their charges are fixed, and what their profit is, &c.

"Something ought to be done to change this. Other common carriers are obliged to make sworn reports at stated periods, and any one may learn every detail concerning the operation of such common carriers. This is not the case, however, with the express companies, the officers of which arbitrarily fix upon a policy from which, according to their position, the merchant, who is their principal patron, has no redress.

"The movement now going on throughout the country, resulting in the formation of Merchants' Associations in all trade centres, both large and small, can be made a very important factor in this matter by combining and acting in concert. These associations can regulate, and doubtless will in the future regulate, all discrepancies of all kinds which hamper the commercial communities. This is an age of trade and commerce, and everything ought to be done by those interested to advance those interests, rather than to sit supinely by and let those interests be hampered."

Funds for Charity.

Funds are needed for the Floating Hospital and Seaside Hospital, their resources having been severely taxed of late, owing to the intense heat. Miss Helen M. Gould provided for the trip of the Floating Hospital Saturday, which was the largest of the season, 1,605 patients having been taken care of. Among recent contributions are: J. S. T., $2; Miss Cameron, $25; Jefferson Hogan, $250; J. Hooker Hamersley, $50; Roswell Skeel, Jr., $5; Florence, $5; a few members of the New York Stock Exchange, $54.21; a Friend of so Good a Cause, $250; Robert M. Bruce, $250; Charles C. Halpine, Second Battery, N. G. S. N. Y., $3; King's Daughters Circle of Claverack, N. Y., $5; in memory of C. A. S., given by C. M. B., $250. The trustees of St. John's Guild request the aid of the public. Checks should be sent to William R. Warren, Treasurer, 501 Fifth Avenue, New York.

May Die from Injuries.

While on his way to the Grand Central Station yesterday morning with a wagon load of trunks, Benjamin Husein, forty-five years old, of 353 Classon Avenue, Brooklyn, was perhaps fatally injured. He was driving across Myrtle Avenue at Throop when a trolley car of the Brooklyn Heights system ran into the vehicle, overturning it. Husein was thrown to the street. He was taken to the Eastern District Hospital with a fractured skull and internal injuries.

TWO MEN SHOT.

James Slip Bartender Held for Wounding Them in Front of His Saloon.

Charged with shooting Edward Muldorf of 92 James Street and Martin Ostreich of 230 West Sixth Street, Brooklyn, Richard Garrity, a bartender, employed in John Gleason's saloon at 11 James Slip, was arraigned in the Centre Street Police Court yesterday morning. Muldorf received one ball in his left breast and two more in his left wrist. Ostreich's escape from serious injury was remarkable, he having his left eyebrow carried away by one shot, while another ball skimmed across Ostreich's lip. The facts surrounding the shooting are more or less mysterious, Garrity claiming he fired upon the men while they were attempting to force their way into the saloon at 3:30 o'clock yesterday morning.

The two injured men, on the other hand, refuse to make any statement until they shall appear in court, but intimate that Garrity's statement is wrong, and that no attempt of any kind was made to force an entrance into the saloon.

Policeman Dinnean and Detective Hahn of the Oak Street police, were talking yesterday morning, when they were startled by five shots fired in rapid succession from 11 James Slip. On investigation they found Muldorf lying on the sidewalk at Gleason's side door, crying he had been shot. Bending over him, his face covered with blood, was Ostreich, who declared the bartender had shot both. The policemen peered in, and there saw Garrity standing near the bar, pistol in hand. He was at once placed under arrest and an ambulance summoned. The surgeon, after an examination, stated that none of Muldorf's three wounds was dangerous. Ostreich's wounds were dressed, and Muldorf was taken to Hudson Street Hospital.

At the station house Garrity said he was cleaning up in the saloon, when he heard a noise at the side door. He went to see what it was, and there found the two men. They motioned, and he opened the door to see what they wanted. Garrity declares they demanded admittance, and when he refused, attempted to force the door and walk past him. Fearing they had designs upon the cash drawer, he drew his revolver and ordered them back, and when they only made another effort to shove past him, he fired five shots, emptying the weapon. In answer to Detective Hahn's questions, Garrity declared he had had no words with the men, neither had they been in the saloon, nor did he know them.

When Garrity was arraigned, the examination was adjourned until to-day, at which time it is thought that Muldorf can be present. The police say they are inclined to doubt Garrity's statements.

AMERICAN SCHOOL IN ROME.

Managing Committee of the Institution for Classical Studies Offers Three Fellowships for 1899-1900.

The Managing Committee of the American School of Classical Studies in Rome announces that it expects to award for the year 1899-1900 three Fellowships, as follows: A Fellowship of $600 given by the Archaeological Institute of America, a Fellowship of $600 given by the Managing Committee, a Fellowship of $500 for the study of Christian archaeology, given by friends of the school.

Like other privileges of the school, these Fellowships are open to women as well as to men.

The holders of these Fellowships will be enrolled as regular members of the school, and will be required to pursue their studies, under the supervision of the Director of the school, for the full school year of ten months, beginning Oct. 15, 1899. They will reside ordinarily in Rome, but a portion of the year may be spent, with the consent and under the advice of the Director, in investigations elsewhere in Italy or in travel and study in Greece under the supervision of the Director of the American School of Classical Studies at Athens. In addition to his general studies each holder of a Fellowship is required to take some definite subject for special research, and to present to the Managing Committee a thesis embodying the results of his investigation. For the prosecution of such special investigation he may obtain leave, under certain conditions, to supplement his studies in Rome by researches elsewhere than in Italy or Greece. Twice in the year, namely, Feb. 1 and June 1, each Fellow will make a report to the Chairman of the Committee on Fellowships concerning the use he has made of his time.

These Fellowships are open to all Bachelors of Arts of universities and colleges in the United States of America, and to other American students of similar attainments. They will be awarded chiefly on the basis of competitive written examinations; but other evidence of ability and attainments on the part of candidates will be taken into consideration.

Each candidate must announce in writing his intention to offer himself for examination. This announcement must be made to the Chairman of the Committee on Fellowships, Prof. Minton Warren, Johns Hopkins University, Baltimore, Md., and must be in his hands not later than Feb. 1, 1899.

The examinations will be held on Tuesday, Wednesday, and Thursday, March 14, 15, and 16, 1899, at the American School in Rome, at the American School at Athens, at any of the universities and colleges in America represented on the Managing Committee of the school, and at such other places as may be later designated.

The award of the Fellowships will be made and notice thereof sent to all candidates as soon as practicable after the examinations are held. The notice will probably be mailed not later than May 1. The income of these Fellowships will be paid in three installments, on Sept. 1, Jan. 1, and April 1.

PRESS WHEELMEN'S "SMOKER."

Hundreds Attend the Midsummer Entertainment of the Organization.

The "midsummer smoker" of the Press Wheelmen, the membership of which includes representatives from both the mechanical and editorial staffs of the New York daily papers, was held yesterday morning, after working hours, at the rooms of the club, 11 Spruce Street. There were about 300 members and guests present, and the sun was high before the festivities ended.

President Newman opened the proceedings at 2:30 o'clock with a short address of welcome. Luncheon was served, and a programme of songs, stories, and musical numbers by professional and amateur talent followed.

Among those who helped entertain were Arthur K. Deegan of the Casino, the monologue performer and singer; Paxton and Spencer, illustrated song artists; Ernest Hogan, the black comedian, who runs the cake walk on the Casino roof, and his accompanist, "Dick" Weston; Michael Bernard of Tony Pastor's; Edward Flanagan, Julius Suffner, Henry White, and Stanley Rignold.

MARTIN THORN'S LAST DAY.

Condemned Man Removed to Cell Near the Death Chamber at Sing Sing.

SING SING, N. Y., July 31.—Martin Thorn, who is to die in the electric chair to-morrow for the murder of William Guldensuppe, took the first few steps in the journey to the death house this morning. After he had breakfasted he was ordered by the Warden to prepare for a change. The first step in this direction was for the death watch to draw down the shades in front of the cells so that the other occupants of death cells cannot look out into the corridor. This done Thorn's cell door was opened, he was ordered to strip, and was carefully examined to see that he had nothing concealed about him with which he could commit suicide.

He then walked down the corridor to the last cell, the door of which is close to that of the death chamber. Lying on the cot was the usual complete outfit of new clothing. The condemned man maintained through this ordeal the same calm attitude he has observed since he entered the prison. A new book, which had been carefully examined by the Warden, was given to him, but he did not use it during the day, preferring to read from the prayer book brought to him by the Rev. Father Thomas Hanselmann of Brooklyn, who is his spiritual adviser, and who is now the guest of Warden Sage, and will enter the death house with Thorn.

Father Hanselmann spent several hours with Thorn to-day talking to him. This morning he administered the last sacraments and holy communion. Thorn is very religious now, and says he will repeat the responses of the litany for the dying as he goes to the chair.

Thorn has made no confession as yet, and it is not thought likely he will. His body will be claimed and buried by Mrs. Minker, his sister, who lives in Manhattan.

SOME WAR TAX DECISIONS

Rulings on Various Points by Internal Revenue Commissioner Scott.

THE THEATRE ASSESSMENTS

Certain Commission Men, Warehouse Men and Some Auctioneers Are Not Classed as Brokers—Stamps on Promissory Notes.

Collector Ferdinand Eidman of the Third Internal Revenue District in this city has received a letter from Commissioner N. B. Scott, advising him that where theatres are entirely closed to the public during the months of July and August, and opened in the month of September, the special internal revenue tax is to be reckoned from Sept. 1 to the first day of July following. This ruling is justified by the provisions of Section 3,237 of the Revised Statutes. The tax in all cases must be reckoned at the rate of $100 for the year beginning July 1, 1898.

Commissioner Scott has also ruled that a club is not required to pay special tax as a proprietor of a billiard room by reason of the fact that it keeps billiard tables for the use of its members and invited guests. The special tax imposed by the ninth paragraph of Section 2 of the act of June 13, 1898, upon proprietors of bowling alleys and billiard rooms "for each alley or table," expressly relates only to those buildings or places which are "open to the public." "This evidently means open to persons in general," says Commissioner Scott, "and cannot apply to a club which excludes the public and admits to its privileges only its own members and their invited guests."

The Internal Revenue Department rules that guarantee companies must affix a 50-cent stamp to bonds issued to guarantee the fidelity of employes, in addition to stamps representing one-half of 1 cent on each dollar charged for premium, but the law does not apply to bonds executed and delivered in Canada, unless the policy fails of being valid except when delivered or countersigned by an agent in the United States.

In Regard to Brokers.

Commissioner Scott holds that merchants who receive goods into their possession for sale on commission are not commercial brokers within the meaning of the fourth paragraph of Section 2 of the War Revenue act. He also holds that warehousemen who receive tobacco, cotton, or other goods on consignment for sale on commission are not liable as commercial brokers under this section. Auctioneers who receive and sell goods at their auction rooms or on the premises of the owners on commission are not commercial brokers under the internal revenue law.

Stamps are required upon promissory notes, and also upon mortgages and trust deeds securing them. When a mortgage is satisfied and a regular release is executed the latter is a conveyance, and requires a stamp to be paid, according to the value of the interests released or conveyed by the instrument, but when local laws authorize an entry of satisfaction, canceling the mortgage, the entry is neither a release nor a certificate, and so does not require a stamp. Mr. Scott is of the opinion that when a mortgage is executed on lands worth $10,000, for instance, to secure a loan of $2,000, the mortgage does not require a stamp according to the $10,000, but that the $2,000 is the amount secured, and the stamp must be for the latter amount. In deeds of release, likewise, he holds that the stamp required should correspond to the amount which the mortgage secured, not to the value of the lands mentioned in the paper.

When a note or bond is given for payment of money and separate notes or bonds for the accruing interest, every separate bond, including that for the principal, must be stamped. But in the case of a bond for the principal sum, with coupons attached, which are detached as interest is paid, the coupons do not need separate stamps.

Rulings on Other Points.

Druggists who have in stock patent medicines with the stamps of the war tax imposed to pay the expenses of the civil war are warned that these stamps are useless now, and that new stamps must be attached to pay the new tax.

A manufacturer of a medical electric belt is advised that his belt is a mechanical device and not a medical preparation.

Where a customer presents a bottle to a liquor dealer, druggist, or grocer for wine, the bottle must be stamped.

Bills of sale for vessels are not subject to tax, but the certificate of acknowledgment that the law requires to accompany the bills must bear the stamp. The Commissioner directs Collectors to apply the law according to the circumstances in the case of small storage places, as he does not think Congress intended to tax storage receipts 25 cents each where charges are as small as 10 and 25 cents. He holds that refrigerating places where small amounts of good are kept need not have the receipts taxed, but that when any considerable amounts are stored in cold storage for a considerable length of time the rate should be charged.

THE ROSSMORE HOTEL CLOSES.

Flood Undermined Part of It and the Guests Had to Leave.

SEA CLIFF, N. Y., July 31.—The Rossmore, one of the largest and most popular of the Summer hotels here, had to close today as a result of the storm yesterday. The flood of water undermined the dining room and one of the wings of the hotel, and Proprietor F. G. Kent had much difficulty in providing meals for his guests last night and this morning. As it will take some time to repair the damage, the guests all left this morning, going to other hotels. Mr. Kent says he will sue the village for his loss resulting from the enforced closing of the hotel.

Three Lives Lost by Fire.

SENECA FALLS, N. Y., July 31.—Fire early this morning destroyed a house on the Stone Road, about five miles from this place, occupied by Warren Poffenberger, and caused the death of three inmates—Mrs. Poffenberger, wife of the tenant; Mrs. George H. Zarman, mother of Mrs. Poffenberger, and Chris Seward, a hired man, whose home was at Elamsport, Penn.

Killed by a Third Rail.

SCHENECTADY, July , 31.—Andrew Schartz, a Bohemian, was killed by electricity to-night on the experimental third-rail electric railway. Schartz, after bathing in the canal, climbed out on the bank on which the road is built. Tripping, he fell across the rails. A full current of electricity charged the rails at the time, and Schartz's death was instantaneous.

Annual Meeting of Universalists.

SARATOGA, N. Y., July 31.—The seventeenth annual Summer meeting of the Universalist Church was to-day formally opened in the Town Hall here by the President, the Rev. J. H. Shinn of Boston. The sermon was preached by the Rev. Charles H. Eaton, his subject being "Service." At the evening session the Rev. Ralph Bonner of Waltham, Mass., preached. The attendance at the meeting is good.

Pawtucket Fire Caused by Lightning.

PAWTUCKET, R. I., July 31.—An electric storm passed over this city this afternoon. Lightning struck a number of buildings, including a large storehouse owned by the Union Wadding Company. The building and contents were burned. The loss to the company is about $10,000.

Barns Destroyed by Lightning.

PLAINFIELD, N. J., July 31.—The large barns and sheds on the farm of Joshua Gulick, three miles from Bound Brook, on the Raritan River Road, were destroyed by fire last evening. The fire was caused by lightning. The loss amounts to $5,000, which is partially covered by insurance.

SATISFACTION

We complain because some of our customers and friends don't complain, when they have reason or only think they have.

We sell everything boy or man wears, and everything we sell is intended to give full service, perfect satisfaction; if it doesn't, tell us and we will see that it does.

ROGERS, PEET & CO.

Prince and Broadway.
Warren and Broadway.
Thirty-second and Broadway.

FLINT'S FINE FURNITURE

SPECIAL SALE
ENAMELED REED CHAIRS
$1.10.
45 West 23d Street.

FATHER PISCOPO'S CRUSADE.

He Declares that His Efforts to Suppress Vice Have Been Attended with Success.

The Church of the Most Sacred Blood was filled to overflowing at high mass yesterday, in anticipation of further announcements by Father Piscopo in connection with his crusade against the immorality prevailing in the Italian colony. The congregation was not disappointed, for the priest's sermon was devoted wholly to the cause he has so much at heart.

"It is my intention," he declared, "to lead on and follow the light God has placed before me in suppressing this evil. I do not seek or desire notoriety, but what I said on Sunday last from this pulpit was meant as a warning to the poor unfortunates who had been misled from the golden path of righteousness

"I am pleased to announce that already some of these women have been smitten by remorse. I have received letters from several, the tone of which denotes that they would willingly return to their native country if they were guaranteed protection from their common-law husbands.

"One of these women in her letter stated that she had been a victim of deceit, having been induced to migrate to this country by promises of a lucrative position in a respectable business. She would willingly return to her native village if furnished with the means.

"Some of my parishioners who have rendered me valuable assistance, for which I heartily thank them, have implored me to abandon my work, saying that they feared harm would come to me, but I must say to them and to you that I have no fear and I would sooner forfeit my life than to swerve from the path of duty God has laid down for me."

Father Piscopo was seen after the services, and in reply to the query as to whether he had received any more threatening letters said:

"No; I have received no more letters, but from my agents I have heard of several threats similar to that contained in the letter I received recently. I have no fear, however, and am happy to say that my efforts have met with signal success; in fact, a great deal more than I expected in so short a time."

The priest said that he visited Chief Devery last Thursday and had been promised all the police assistance he desired. He asked that the precinct commanders be instructed to keep a close watch on suspicious places.

OCEAN GROVE CAMP SERVICES.

Closing Day of Temperance Meetings—Big Flag to be Raised Saturday.

OCEAN GROVE, July 31.—This was the closing day of the meetings of the National Temperance Society and Publication House. At the meeting in the Young People's Temple at 9 o'clock in the morning, the choruses, solos, and addresses were all on temperance lines. At the same hour a holiness meeting was held in the Janes Memorial Tabernacle, at which the Rev. A. E. Ballard, D. D., Vice President of the Ocean Grove Camp Meeting Association, presided.

An immense throng flocked into the Auditorium at the 10:30 o'clock services. Bishop J. N. Fitzgerald, President of the association, presided. Bishop Fitzgerald, speaking of the patriotism with which Methodists in general were imbued, and Ocean Grove Methodists in particular, announced that next Saturday, at 4 P. M., they would raise on the camp ground the largest American flag on the seaboard, at which time Gov. Foster M. Voorhees would deliver the principal address. Bishop Fitzgerald then introduced the Rev. Dr. Madison C. Peters of New York, who delivered an address on temperance. The vast concourse of listeners then sang "Throw Out the Life Line," after which the benediction was pronounced by Bishop John F. Hurst.

Fully 3,000 scholars attended the Sunday school class at 2 o'clock in the Auditorium, where Dr. Denman handled the question box, reading the questions, which were answered by Dr. Thomas O'Hanlon. Preceding the school service, Prof. Tallie Morgan and his 150 trained voices gave a fifteen-minute song service.

At the 6 o'clock surf meeting, held on the beach at the foot of Ocean Pathway, there were over 10,000 worshippers. Stirring appeals in the cause of temperance, godliness, and morality were invoked by Dr. A. E. Ballard, the Rev. Charles H. Yatman, and others.

This evening at 7:30 the Auditorium was again densely crowded with an assemblage which had gathered to hear Col. George W. Bain lecture on "Foundation of Cities and Governments."

New Pastor at St. Joseph's.

The Rev. Father Gerard H. Huntman took charge of St. Joseph's Church, at One Hundred and Twenty-fifth Street and Columbus Avenue, yesterday, succeeding the Rev. Father Kesseler, who was lost on the Bourgogne. The chuch was crowded at all the masses. It was draped within and without in mourning for Father Kesseler. At each mass Father Huntman delivered a touching eulogy on Father Kesseler. The church will remain in mourning until Thursday next, when a "month's mind" service will be said for Father Kesseler. Father Huntman announced that the memorial fund for Father Kesseler was growing rapidly, but that the character of the memorial had not yet been determined upon.

New Church at Canarsie.

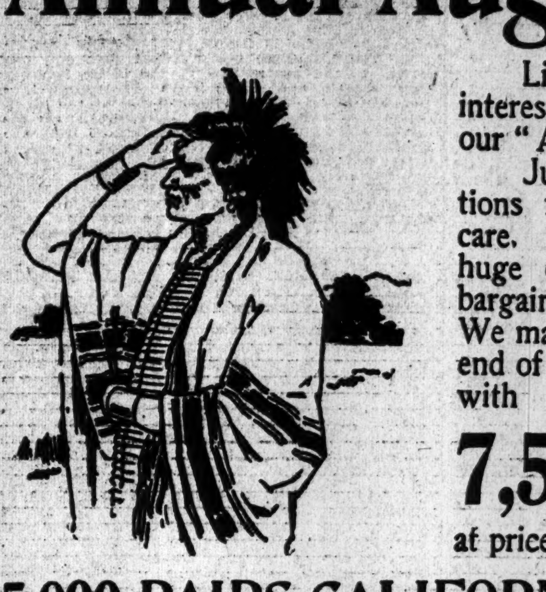
The Rev. Thomas F. Horan, who three years ago was appointed pastor of the Church of the Holy Family, Canarsie, by Bishop McDonnell, will begin the erection of a new church at Canarsie. The new edifice will be frame, with a tower, and will accommodate 500 people. A fair, which was opened on Saturday, July 23, in Harm's Hall, Canarsie, for the benefit of the new church fund, closed last night. Several thousand dollars were raised.

Church Cornerstone to be Laid.

A number of brooklyn pastors will be present at the laying of the corner stone of the new church of the Good Shepherd, McDonough Street, between Lewis and Stuyvesant Avenues, Brooklyn, to-morrow afternoon. The service will be conducted by the rector, the Rev. Andrew F. Underhill. Addresses will be made by the rector and by the rector emeritus, the Rev. Dr. Henry B. Cornwell.

New Church at West Hoboken.

The cornerstone of St. Joseph's Roman Catholic Church, West Hoboken, was laid yesterday by Bishop Wigger, assisted by the rector, the Rev. Joseph Hasel, and Fathers Weyland and Grieff. The sermon was delivered by Father Gruber of Newark. The new edifice will be of granite and brick, and will cost $40,000.



O'Neill's,

Sixth Ave., 20th to 21st Street.

Annual August Blanket Sale

Listen! Where is there a man or woman who is not interested in this announcement? Ready this morning with our "Annual August Sale of Blankets."

July gone—inventory taken—now for August! Preparations for this *"Blanket Sale"* have been made with special care. During the manufacturer's dullest season *we* placed this huge order long before the advance in wool. We hold great bargain-making power, and we're using it to your advantage. We make the public interest our own, giving customers the *best* end of each and every bargain, and so we swing into August with

7,500 Pairs of Blankets

at prices that *are not matched* from ocean to ocean.

5,000 PAIRS CALIFORNIA BLANKETS

10-4 size at $2.98, $3.98, $4.50.
11-4 size at $3.98, $4.50, $4.98, $5.50 to $7.98 Per Pair.
12-4 size at $6.50 to $8.50 Per Pair.

2,500 PAIRS EASTERN WOOL BLANKETS.

10-4 size at 55c, 79c, 98c, 1.35 to $3.50
11-4 size at 79c, 98c, $1.50, $1.98 to $3.98
12-4 size at $3.50 and $3.98 Per Pair.

Extraordinary Bargains in Spreads

10,000 Crochet Spreads at 59c, 79c, 89c, 98c, $1.10 to $1.35; fully *one-third less than regular prices.*

2,500 Colored Marseilles Spreads at $1.35, $1.65, $1.85, $2.25 to $2.65.

The savings on any of these will net you *forty per cent.*

Our methods have destroyed dull Augusts, and great activity abounds as a result. Economical people would much sooner buy *now* at lower prices than pay regular prices for regular goods in September or October. We ask *nothing* better than for you to see the blankets the above prices represent. It will repay buyers within 200 miles of New York to attend this great Blanket event.

We will deliver all goods free at your Station—within 100 miles.

H. O'NEILL & CO.

RARE AND BEAUTIFUL INSECTS.

Costly Specimens in the Neumoegen Collection—A Butterfly That Caused a Lawsuit.

A wonderful collection of insects is now on exhibition in the Brooklyn Institute of Arts and Sciences. This beautiful series of butterflies and moths, brought together from all parts of the world by the late Benjamin Neumoegen, is valued at $35,000. It is composed of more than 40,000 specimens.

The Neumoegen collection is situated upon the top floor of the institution, and is in charge of Jacob Doll, a professional entomologist. A TIMES reporter visited Mr. Doll yesterday, and looked through the huge cabinets containing the specimens, while the curator explained their value and whence they were obtained.

"That specimen," said the curator, pointing to a large brown butterfly, "was purchased by Mr. Neumoegen for the sum of $300. There is a curious little story connected with its purchase. Mr. Neumoegen heard that it was in the possession of a Swedish collector, and wrote to Europe, asking if the specimen was for sale. He received an answer, saying that the insect was extremely rare, and would be sold for $450. Word was sent to forward the specimen to New York, as the price was satisfactory. The butterfly arrived, but when unpacked was found to have been broken en route. A lawyer was summoned, who made out an affidavit as to the extent of the damages, and a protest was sent to Europe. This resulted in a deduction of $150 from the original figure."

The insect which brought about these complications belongs to a group known as the Ornithoptera, or birdwing butterflies. There are a number of these gorgeous creatures in the collection. All are large and powerful, and the wings of many stretch six to eight inches from tip to tip. One of the most beautiful species of the group is the Ornithoptera proesus, collected in India. Its wings are velvety black, with large yellow spots, which vary in different lights from pale cream color to dark orange. Another is black with emerald markings, looking exactly like green feathers.

A remarkable specimen is the owlface butterfly. Looking at the upper surface of the wings, this insect is a dark brown, with a greenish glow playing over the scales. When seen from below, however, there is a startling change. The under surface is light brown, with curious mottlings, which suggest small feathers, while standing out in bold relief are two great round black spots, surrounded by a yellow ring. The effect is an exact representation of an owl's face. The little butterflies belonging to the group Anthocharis resemble dainty flowers. They fill drawer after drawer and were taken in all parts of the world. Most curious of all these specimens are the "snow butterflies." These delicate little creatures are found only in high mountainous places. They are common in the Alps, in Switzerland, and are seldom found below an elevation of 10,000 feet. Their food consists of a mountain plant, and they are seen by tourists flitting over the snow near the summits of Mont Blanc and the Matterhorn.

As Mr. Doll opened box after box, disclosing rare beauties of every shape and color, he suddenly paused, and proudly pointed to a green butterfly with delicate tips to the under wings.

"That is the cream of the collection," said he. "It belongs to a family known as the swallowtails, and is the only one of the species ever taken. It was captured in India by W. Doherty many years ago, who was collecting for Mr. Neumoegen. When received, it was found to be a new species of an exceedingly rare variety. Seein this to be the case, Mr. Neumoegen sent it to Hanrath, the well-known entomologist and painter in Berlin, to be named. This scientist was extremely enthusiastic over the specimen, and named it in honor of its owner. Hence it now bears the scientific appellation of Papilio Neumoegeni. Its value is placed at $1,000."

In this collection are 600 types. These are the first specimens of their species ever captured, and from them names and descriptions were made. On the cover of each case containing types a small green label is pasted over every type specimen, thus enabling entomologists to immediately locate insects of this description when examining the butterflies. The entire Neumoegen collection occupies 383 glass-covered cases, and is said to be the finest of its kind in the world. It is not owned by the institute, but is placed there for safekeeping and exhibition by Mrs. Neumoegen. Subscriptions will soon be started to purchase it for the institution.

Benjamin Neumoegen, now deceased, who brought together this immense series of insects, was a wealthy Wall Street broker and a member of the Stock Exchange. His interest in entomology was simply a hobby, and upon this hobby he spent more than $50,000. He had collectors in all parts of the world, but devoted special attention to the insect fauna of the Western United States. His chief collector, Jacob Doll, had been in the service of Mr. Neumoegen seventeen years, and during that period discovered many insects entirely new to science.

THE STORY OF A PIGTAIL.

Smith Amuses Himself at the Expense of Ling Fah and Both Are Locked Up for the Night.

The first Chinaman yet arrested in the confines of Central Park, according to trustworthy accounts, felt the rigor of police authority yesterday as a result of resenting an affront which even the gentle spirit of a law-abiding Mongolian might not be expected to brook. He was entertained last night at the city's expense, and is to make his début this morning in the West Fifty-seventh Street Court with the youth who affronted him.

The Celestial's name is Ling Fah, his age is forty-one years, and his vocation, that of laundering American shirts, is followed at 88 Columbus Avenue. Mr. Ling Fah was decorously bending his steps in the direction of that thoroughfare yesterday afternoon through the road that crosses Central Park between East Sixty-fifth and West Sixty-sixth Streets, some distance below the level of adjacent territory. Frank Smith, a seventeen-year-old boy of 1,158 Third Avenue, was perched on the grassy bank at the top of the retaining wall which bounds the road on one side. His eye lit upon the hat which Ling Fah wore and the glossy pigtail coiled with painstaking care beneath it, and as the Chinaman passed him the boy inserted his fingers in the coil, the pigtail was unwound in a twinkling, and a conflict of races began.

Smith drew back out of reach, the coil of hair allowing him a safe distance for manoeuvring, and his victim began to dance about in a yellow frenzy, adjuring his captor to "Lettee go! Lettee go!" Instead of letting go, however, young Smith drew upon his vocabulary for stimulating epithets and irritating jests with which to arouse Ling Fah to still greater feats of frantic agility. "Ah, why donche g'wan?" he queried. "I ain't got no strings on ye. Oh, ye don't git away, now. No checkee, no shirtee. Gimme some chop suey and I'll letche go."

In vain did the Chinaman endeavor to get at his tormentor. They were a good pigtail's length apart. It was impossible to scale the wall, and Ling Fah had nothing to do but exercise his limbs and hurl Celestial anathemas at the head of the offending Smith until the Melican fiend released him. Then his wrath sought some adequate expression, and he made for the first stones he could pick up. He had not let more than one or two fly at Smith before the latter retaliated in kind, and a rapid fusillade was soon in progress between the pair.

At this juncture Detective McGinty, in civilian's clothes, reached the spot on his way eastward to report for duty at the Arsenal. He arrested the Chinaman and blew an alarm for a Park patrolman, who appeared soon enough to catch Smith.

Both contestants were taken to the Arsenal uninjured, and later were transferred to the East Sixty-seventh Street Station, where they were locked up for the night.

Pilgrimage to a Jesuit Shrine.

The Jesuit Fathers of St. Francis Xavier's Church, West Sixteenth Street, who have charge of the Shrine of Our Lady of Martyrs, at Auriesville, N. Y., are making preparations for the pilgrimages to the shrine, which will begin on Aug. 6, and continue until Aug. 27. The shrine was erected upon the spot where Father Isaac Jacques, Rene Coupil, and Catharine Tegokwitha were killed by Indians while doing missionary work, and was erected to perpetuate their memory. One of the Fathers will be in attendance continuously, mass will be celebrated daily, and when the number of pilgrims warrants it there will be morning prayers in common, Stations of the Cross, and Benediction. Special rates will be made by railroads to pilgrims on presentation of a card signed by the Jesuit Fathers.

Dr. Skinner Out of Danger.

Dr. E. D. Skinner, who was shot by a man who tried to murder him last Wednesday night at Mineola, is now believed to be out of danger. Detectives Sullivan and Downey, who are investigating the case, have small hopes of tracing the doctor's assailant. They say that whoever did the shooting has apparently covered his tracks well and left nothing upon which they can work.

Woman's Foot Crushed by a Car.

Mrs. Frances Cettronola of 108 York Street, Brooklyn, was trying to board a Smith Street trolley car at Coney Island yesterday, when she slipped and fell and her right foot was crushed by a wheel of the car. She was removed to the Kings County Hospital by Ambulance Surgeon Dosman. Her foot, it was decided, will have to be amputated.

AMUSEMENTS.

METROPOLITAN OPERA HOUSE.
GRAND WAR MEETING
Thursday Eve., Aug. 4, 8 P. M.
Proceeds for the N. Y. Soldiers' and Sailors' Families' Protective Association for the benefit of the wives and families of our soldiers and sailors.
Lieut. HOBSON
Hero of the Merrimac,
WILL PRESIDE.
Addresses will be made by distinguished orators, to be announced later.
MUSIC, WAR SONGS and PATRIOTIC AIRS
BY THE
New York Bank Clerks' Glee Club
AND GRAND MILITARY BAND.
Tickets, 50c. and $1; stage seats, $2. Now on sale at Box Office and at the principal hotels.

Manhattan Beach.
Swept by Ocean Breezes.
Victor Herbert's 22d Reg't Band Daily, 3:30, 7. Sunday, 3:30, 8.
Pain's Manila & Fireworks Evenings 8 P. M. sharp.
De Wolf Hopper in Beggar Student
Except Sunday, 9 P. M. Mat. Sat. 4 P. M.

THE COOL CASINO! 2D IMMENSE WK! The Glorious Xtrvgnt Xtrvagnza.
YANKEE DOODLE DANDY! 200 People on the Stage!
Roof To-night & Every Night! | Rice's Summer Nights! and the Great Cake Walk!

POPS MADISON SQUARE ROOF GARDEN. POPS
EVENINGS AT 8:15. ADM., 50c.
GRAND POPULAR CONCERTS
By the Met. Permanent Orchestra.
Cold or rainy nights perf. in Concert Hall.

KEITH'S Continuous Performance
25c., 50c. Noon to 11 P. M.
Patrice, Arthur Dunn & Mamie Gilroy, 2 Paolis, Biograph. AIR ALWAYS COOL. Big Bill.

KOSTER & BIAL'S. ADM. 50c.
Music Hall. Burlesque. 9th week, Cook's Tour.
Roof Garden— 10 Big Vaudeville Acts.

WORLD IN WAX NEW WAR GROUPS
EDEN MUSEE
Orchestral Concerts. CINEMATOGRAPH

THE TURF.

BRIGHTON
RACES Daily at 2:30 P. M.
Rain or Shine. Concert by Lander.
Take any Coney Island route.

BROKER LESLIE DIES SUDDENLY.

Taken Ill While Waiting to Get a Bathing Suit at Brighton.

Thomas Leslie, a real estate broker, sixty years old, who resided at 231 Tompkins Avenue, Brooklyn, died suddenly yesterday at Brighton Beach. Mr. Leslie was standing in a line of over 100 persons who were waiting to get bathing suits at the bathing pavilion attached to the Brighton Beach Hotel, when he was suddenly seized with a pain in his side and fell.

Dr. Pettus of Sheepshead Bay was summoned, and decided that Mr. Leslie was suffering from an attack of heart disease. He worked hard to save him, but Mr. Leslie died about fifteen minutes after the attack. There was much excitement among the crowd at the time. The body was removed to Havron's morgue, in West Eighth Strett, Coney Island, to await a permit from the Coroner for its removal. Thomas Leslie, Jr., was with his father at the time and had the body removed to his house on Chestnut Street, East New York.

Mormon Missionaries in Jersey City.

Four missionaries of the Mormon Church have been trying to make converts in Jersey City since last February. They live in [illegible] rooms on the upper floor of a two-[illegible] frame house at 790 Newark Avenue, on the west side. All are young men from the West. They have held out-of-door meetings, have distributed many tracts, and [illegible] a few copies of the Mormon Bible. Elder Rhees, their leader, admitted yesterday that they had not made any converts in Jersey City so far as he knew, although they found many persons whose beliefs [illegible] very like theirs.

The New York Times.

WEEKLY FINANCIAL REVIEW AND QUOTATION SUPPLEMENT.

COPYRIGHTED. NEW YORK, MONDAY, AUGUST 1, 1898. EIGHT PAGES.

STOCK EXCHANGE SUMMARY.

	Shares.
Stocks week ended July 30...	1,440,610
Same week last year..........	2,169,271
Stocks to date this year......	57,199,882
Corresponding date last year.	32,437,883

Bonds for the week..........	$17,339,206
Same week last year........	18,330,020
Bonds to date this year......	467,032,620
Corresponding date last year..	265,409,638

Money rate range for week: Collateral loans on call, 1@1½; at three months, 2½; at six months, 3@3½ per cent. Commercial paper, sixty to ninety days, 3½@3¾ per cent.

NORTHERN PACIFIC.

Record of the Great Klondike System—The Road's Old Vicissitudes and Recent Triumphs.

Herewith is presented the history of the Northern Pacific Railroad—the big property which for years has occupied a foremost position in the Wall Street market, and whose recent reorganization and quick resumption of dividend payments has made it a wonder to the financial world.

The Northern Pacific Railroad was chartered by an act of Congress approved July 2, 1864, and the company formally organized Dec. 6, 1867. Its charter empowered the company to construct a railroad from Lake Superior to Puget Sound, with a branch to Portland, a distance of about 2,000 miles.

The act of incorporation provided for a capital stock of $100,000,000, but prohibited any bonded indebtedness. In March, 1869, however, the company was authorized to issue mortgage bonds, and in 1870 a mortgage to secure an issue of $100,000,000 7 3-10 per cent. bonds was executed. Under the original provisions of the charter the completion of the whole road was set at July 4, 1876, but later was extended three years. The Government grants of lands to the company comprised the right of way through the public lands of 200 feet in width on each side of the railroad, as well as lands to the extent of forty sections per mile in the Territories and twenty sections per mile in the States through which the road runs.

In May, 1871, by joint resolution, further power was given the company to issue bonds secured by a mortgage on all the property of the company, including its land grant, and at the same time authorizing the relocation and construction of its main line by way of the Columbia River route, with a branch across the Cascade Mountains to Puget Sound. The indemnity limits of land grant were also enlarged so as to practically increase its extent to thirty miles in the States and fifty miles in the Territories on each side of the line.

The construction of the road began in 1870, and on Oct. 5, 1871, that portion of it extending from a junction with the Lake Superior and Mississippi River, now the St. Paul and Duluth Railroad, to the Red River of the North, a distance of 228 miles, was completed. The Lake Superior and Mississippi River Railroad was chartered in 1857, completed Aug. 1, 1870, and a lease made to the Northern Pacific, which expired May 1, 1874. This company was reorganized under the name of the St. Paul and Duluth in 1877. The latter owns jointly with the Northern Pacific 232 miles from the junction of the two roads to Duluth.

An Early Receivership.

In the financial distress and panic of 1873 the Northern Pacific became embarrassed and defaulted on Jan. 1, 1874. There had been completed at that time 424.4 miles of the road from its junction with the Lake Superior and Mississippi River, west to the Missouri River, besides smaller branch lines. The company was placed in the hands of a receiver early in 1875, and on Aug. 12 of that year was sold under foreclosure and purchased by a bondholders' committee representing reorganization interests. The amount of first mortgage bonds issued under the original mortgage and then outstanding was $[illegible], with interest due for two years. Under the [illegible] of the new company was made $100,000,000, of which $5,100,000 was preferred and the remainder common. The preferred was entitled to 8 per cent. noncumulative dividends, and was issued in exchange for the first mortgage bonds, dollar for dollar, additional amounts being given for the over-due interest, making about $1,400 preferred stock for each $1,000 bonds. Of the common stock $29,952,600 was issued to holders of the old stock dollar for dollar, and the remainder, $19,047,400, to the old proprietary interest, which represented the interest of the originators of the scheme.

A controlling interest in the Western Railroad of Minnesota was acquired in 1877, and a lease of it for ninety-nine years taken on May 1, 1878. This company was chartered in 1874 and the road opened from Brainerd to Sauk Rapids, 60.5 miles, Nov. 1, 1877. Early in 1879 the work of construction on the Northern Pacific was recommenced, the finances necessary being provided by issues of bonds amounting to $7,000,000 on the Missouri and Pend d'Oreille Division. In 1881 a general mortgage was executed to secure an issue of bonds to the amount of $25,000 per mile of completed road.

Oregon and Transcontinental.

The Oregon and Transcontinental Company was organized in June, 1881, for the purpose of constructing railroads and to secure harmony between the Oregon Railway and Navigation Company and the Northern Pacific by a purchase of a controlling interest in the stocks of these two companies, and to furnish the means to build and equip branch lines to the Northern Pacific, which the latter, under its charter, could not construct, and for the general welfare and improvement of that property. The Northern Pacific was to undertake the actual operation of these branch lines under traffic contracts, and pay a rental equal to 6 per cent. per annum on $20,000 per mile of bonded indebtedness, and a sinking fund charge of 1 per cent. On Sept. 21, 1882, the Northern Pacific declared a scrip dividend to the amount of $4,667,491 at the rate of 11.1 per cent. on the preferred stock.

On Aug. 28, 1882, the Northern Pacific Terminal Company was incorporated and acquired lands and terminal facilities on the Willamette River at Portland, East Portland, and Albina, and which were leased for fifty years from Jan. 1, 1883, to the Northern Pacific, the Oregon Railway and Navigation Company, and the Oregon and California Railroad jointly at a guaranteed rental to be paid in the proportion of 40 per cent. by the two first-named companies and 20 per cent. by the Oregon and California.

Completion of Main Line.

The Northern Pacific's main line from Northern Pacific Junction to Wallula Junction was completed Aug. 22, 1883, and the event formally celebrated on Sept. 9. The following branch lines were constructed or partly so in 1883 by the Oregon and Transcontinental Company and operated by the Northern Pacific: Fargo and Southwestern Railroad, Fargo, Dakota, to La Moure, Dakota, 87.40 miles; Helena and Jefferson County Railroad, Jefferson Junction to Wickes, Montana, 20.10 miles; Jamestown and Northern Railroad, Jamestown to New Rockford, Dakota, 64.10 miles; Little Falls and Dakota, Little Falls, Minn., to Morris, Minn., 87.85 miles; Northern Pacific, Fergus and Black Hills Railroad, Wadena, Minn., to Milner, Dakota, 117.10 miles; Rock Mountain Railroad of Montana, Livingston to Cinnabar, Montana, 51.70 miles; Sanborn, Copperstown and Turtle Mountain Railroad, Sanborn to Copperstown, Dakota, 36.50 miles.

Early in 1883 the Northern Pacific purchased a majority of the capital stock of the Western Railroad of Minnesota, previously leased, and on May 9, 1883, the latter company was reorganized under the name of the St. Paul and Northern Pacific, and re-leased to the Northern Pacific for 999 years, at a rental of 40 per cent. of gross earnings guaranteed to be equal to bond interest. The Northern Pacific purchased in the interest of the company 43 feet of the right of way of the St. Paul, Minneapolis and Manitoba Railroad, from Sauk Rapids to Manitoba Junction, and following its reorganization the St. Paul and Northern Pacific began the construction of an extension of its line from Sauk Rapids by way of [illegible] St. Paul, which was completed and opened to Minneapolis July 1, 1884.

Additions to the System.

The James River Valley Railroad, from Jamestown to Oakes, Dakota, 64.2 miles, was opened in November, 1885, and leased for 999 years. The Northern Pacific and Cascade Railroad was operated as a branch under a contract to run 99 years from Aug. 1, 1885. The Helena and Red Mountain Railroad was built in 1886, and leased under a guarantee. The Spokane and Palouse Railway also became part of the Northern Pacific system in 1886, under a lease for 999 years. The Duluth and Manitoba Railroad, 96.32 miles, was leased to the Northern Pacific for fifty years from June 1, 1887, under a guarantee, and the Northern Pacific, La Moure and Missouri River Railroad, opened Nov. 1 of that year, was operated by the Northern Pacific under a traffic contract.

The Spokane Falls and Idaho Railroad was operated as a branch under a contract to run fifty years from Oct. 1, 1887, and the Coeur d'Alene Railway and Navigation Company, running a line of steamboats across Lake Coeur d'Alene to connect with this road, was leased for 999 years from Oct. 1, 1888, on a guarantee. During the year 1888 there were built four lines of railroad in the Territory of Montana, comprising in all 118.3 miles, under an agreement with the Northern Pacific. In the same year the Northern Pacific and Montana Railroad was organized and purchased these roads, the Northern Pacific guaranteeing payment of interest and sinking fund contributions sufficient to retire the bonds issued at maturity.

Wisconsin Central Lease.

The Central Washington Railroad was completed in February, 1889, and turned over to the Northern Pacific on July 1, the latter operating under a lease. A traffic contract with the Wisconsin Central Railroad, providing for the joint working of this road and the Northern Pacific as a through route to and from Chicago, went into effect July 1, 1889, and was to continue for 99 years. In April, 1890, this contract was changed to a lease for the same number of years, the Northern Pacific agreeing to pay as rental 37½ per cent. of the gross earnings of the Milwaukee and Lake Winnebago and the Chicago, Wisconsin and Minnesota Railroads, and 35 per cent. of gross earnings for the rest of the system. It was also provided that whenever the operating expenses in any year fell below 59 per cent. of gross earnings one-half the amount thus saved was to be added to the rental. The lease was subject to revisal in 1895, in 1900, and 1905, and every ten years thereafter.

In October, 1889, the Northern Pacific stockholders authorized the issue of $160,000,000 consolidated 5 per cent. 100-year gold bonds for the retirement of old issues for branch lines and general improvements. The Northern Pacific and Puget Sound Shore Railroad was operated under a contract to run forty years from Nov. 1, 1889; the Tacoma, Orting and Southeastern Railroad was completed and turned over to the Northern Pacific in the same year, as was also the Duluth, Crookston and Northern Railroad. The Northern Pacific and Manitoba Railway, chartered Sept. 4, 1888, originally operated independently, but in the interest of the Northern Pacific, was formally turned over to the latter company in August, 1890.

The Chicago and Northern Pacific Railroad was organized Nov. 25, 1889, as a terminal company to acquire and lease facilities to other roads and transact a local business. On March 11, 1890, it purchased several lines of road, together with the property on which is situated the Grand Central Passenger Station in Chicago. A lease for 99 years was made to the Wisconsin Central, the latter subleasing it to the Northern Pacific under a guarantee. In July, 1890, a controlling interest was acquired in the Seattle, Lake Shore and Eastern Railroad, and the Northern Pacific also purchased all the stock and bonds of the Chicago and Calumet Terminal Company. The traffic contract with the first-named company was declared illegal by the courts, and that property was turned over to a receiver appointed June 27, 1893.

The Second Reorganization.

The Northern Pacific went into the [illegible] in September, 1893, the lease of the Wisconsin Central was terminated by the court for non-payment of rent, and that property was placed in the hands of receivers. In October, 1893, separate receivers were appointed for the leased lines and for the branch lines in Montana and other States, but in November, 1894, the receiverships of the branch lines were vacated. The receivers were ordered by the court to issue certificates to the amount of $5,000,000, to be used solely to redeem securities which, when so redeemed, were to be held as a primary pledge and security for such certificates.

The receivers originally appointed in 1893 resigned on Sept. 27, 1895, and new receivers were appointed. The plan of reorganization was dated March 16, 1896, and proposed to limit the railway on the east by the Mississippi and Lake Superior, abandoning Chicago as the eastern terminus, and disposing of the company's interests in the Chicago and Northern Pacific Railroad and Chicago and Calumet Company, and to unite the main line, branches, and terminal properties, other than the Portland terminal, through direct ownership of a single company. The plan provided for the issue of $80,000,000 common stock, $75,000,000 preferred stock, $130,000,000 prior lien 4 per cent. 100-year gold bonds, and general lien 150-year 3 per cent. gold bonds limited in amount to $60,000,000, in addition to a reserve for the 100-year 4 per cent. prior lien mortgage of $130,000,000. The old preferred stock was assessed $10 per share in the reorganization and the common stock $15 per share. Holders of the former received 50 per cent. in new preferred and 50 per cent. in new common, and the common shareholders received 100 per cent. in new common.

Present Company Organised.

The present corporate title, the Northern Pacific Railway Company, was assumed in July, 1896, and on Sept. 1 of that year succeeded to the property, rights, and franchises of the original company, which were sold under foreclosure. The St. Paul and Northern Pacific, previously controlled by stock, was merged in December, 1896, and is now owned in fee. On Jan. 12, 1897, the Coeur d'Alene Railway and Navigation Company was purchased at foreclosure sale for $220,000. E. W. Winter tendered his resignation as President of the Northern Pacific on April 29, 1897, and in the following August C. S. Mellen was appointed President and D. S. Lamont Vice President. The first dividend on the new preferred stock was declared on Dec. 10, 1897, for the quarter ended Dec. 1.

In January, 1898, the Northern Pacific obtained a controlling interest in the certificates representing the old bonds of the Seattle, Lake Shore and Eastern, and on Feb. 1, 1898, assumed control of the Seattle and International, the sale to the Northern Pacific being ratified by the Seattle, Lake Shore and Eastern Directors on Feb. 11. In the same month the company purchased for $500,000 the capital stock and most of the income bonds of the Washington and Columbia River Railroad. The reorganized Central Washington, as the Washington Central, was turned over to the Northern Pacific on June 30 last under a lease providing for the payment of sufficient rental to meet the interest charge on $1,397,500 gold 4 per cent. bonds. Washington Central stock amounting to $1,397,500 will be exchanged for an equal amount of Northern Pacific common. In June announcement was also made that the Spokane Falls and Northern Road had been bought in the interest of the Northern Pacific, but later it was stated that the purchase was for the Great Northern as well.

Mileage and Bonded Debt.

The Northern Pacific's present mileage, including the recently acquired properties, is 5,036, as follows: Main line, 2,347 miles, from Ashland, Wis., to Portland, Oregon, and Wallula Junction, 2,157; Brainerd to St. Paul, 190; branches, 2,176 miles; Seattle and International, 178 miles; Washington Central, 125 miles; Washington and Columbia River, 163 miles; Spokane and Seattle, 47 miles.

The prior lien 4 per cent. bonds are secured by mortgage upon the main line, branches, land grant, equipment, &c., of the railway company, and on all property

Highest	Lowest	[illegible]	[illegible]	[illegible]	[illegible]	Outstanding	Date	Per Cent	First	High	Low	Last	Year Ago	[illegible]
[illegible] February [illegible]	[illegible] April [illegible]	[illegible]	[illegible]	+ 2	[illegible]	[illegible]	June 1, '98.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] July [illegible]	[illegible] July [illegible]	[illegible]	[illegible]	—	American Steel & Wire	12,000,000			[illegible]	[illegible]	[illegible]	[illegible]	...	[illegible]
[illegible] July [illegible]	[illegible] July [illegible]	[illegible]	[illegible]	—	American Steel & Wire preferred	12,000,000	Aug. 1, '98.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	...	[illegible]
[illegible] May [illegible]	[illegible] July [illegible]	[illegible]	[illegible]	[illegible]	American Malting	[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	...	[illegible]
[illegible] May [illegible]	[illegible] May [illegible]	[illegible]	[illegible]	+ [illegible]	American Malting preferred	[illegible]	July [illegible], '98.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	...	[illegible]
[illegible] July [illegible]	[illegible] March [illegible]	[illegible]	[illegible]	— [illegible]	American Cotton Oil	[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] July [illegible]	[illegible] March [illegible]	[illegible]	[illegible]	+ [illegible]	American Cotton Oil preferred	[illegible]	June 1, '98.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] July [illegible]	117½ January [illegible]	[illegible]	[illegible]	+ 2	American Express	[illegible]	July 1, '98.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] June [illegible]	[illegible] January [illegible]	[illegible]	13	+ [illegible]	American Spirits Manufacturing	[illegible]			11¼	[illegible]	11¼	[illegible]	[illegible]	[illegible]
[illegible] June [illegible]	[illegible] March [illegible]	[illegible]	[illegible]	+ [illegible]	American Spirits Manufacturing preferred	[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] June [illegible]	[illegible] March [illegible]	[illegible]	[illegible]	+ [illegible]	American Sugar Refining Company	[illegible]	July [illegible]	[illegible]	[illegible]	141	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] January [illegible]	[illegible] March [illegible]	[illegible]	[illegible]	— [illegible]	American Sugar Refining Co. preferred	[illegible]	July [illegible]	[illegible]	[illegible]	114	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] July [illegible]	[illegible] March [illegible]	[illegible]	[illegible]	[illegible]	American Telegraph & Cable Company	[illegible]	June [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	90	[illegible]
[illegible] July [illegible]	[illegible] January [illegible]	[illegible]	[illegible]	+ [illegible]	American Tobacco	[illegible]	Aug. [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] July [illegible]	*112 January [illegible]	[illegible]	131	—	American Tobacco preferred	[illegible]	Aug. 1, '98.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	111	[illegible]
[illegible] June [illegible]	10⅝ April 21.	[illegible]	[illegible]	—	Atchison, Topeka & Santa Fe	102,000,000			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] July 12.	[illegible] March 12	[illegible]	[illegible]	—	Atchison, Topeka & Santa Fe preferred	120,[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
21¼ June 17.	12⅝ January 25.	14	14⅝	+ 1⅝	**Baltimore & Ohio**	25,000,000	Nov. 15, '94.	3	13⅞	14⅝	13⅞	14	10	19,[illegible]
7⅞ February 3.	5⅞ January 10.	6⅝	7		Baltimore & Ohio Southwestern preferred	19,670,700			6	6	6	6	3⅞	[illegible]
5⅜ January 21.	2⅝ March 21.	4	4½	+ ⅜	Bay State Gas	50,000,000			3⅝	4¼	3⅝	4	14	[illegible]
59⅝ July 30.	35 March 12.	55⅝	59⅝	+ 4⅝	Brooklyn Rapid Transit	20,000,000			54⅝	59⅝	54⅝	59⅝	22	[illegible]
125 January 24.	106 March 26.	120	122½	—	Brooklyn Union Gas	15,000,000	June 1, '98.	3	120½	121	120½	121	119⅝	79
14 June 6.	9 June 3.	10	11	—	Brunswick City	4,[illegible]			10⅝	10⅝	10⅝	10⅝	...	440
57⅞ February 5.	44⅝ March 2.	52⅝	53⅝	— ⅝	**Canada Southern**	15,000,000	Aug. 1, '98.	1	52⅞	54⅝	53	53	55⅝	[illegible]
90⅝ January 20.	72 April 21.	83⅝	84⅝	— 1	Canadian Pacific	65,000,000	Apl. 1, '98.	2½	84⅞	85	84¼	84¼	72⅝	910
16⅝ July 28.	11 April 22.	15⅝	17	+ 1	Central Pacific	68,000,000	July 1, '98.	[illegible]	15⅞	16⅝	15⅞	16⅝	...	2,0[illegible]
24⅝ February 1.	17⅝ March 26.	22⅝	23	+ ⅝	Chesapeake & Ohio	[illegible]			22⅝	23⅝	22⅝	23⅝	20⅝	7,0[illegible]
107⅝ June 11.	85⅝ March 26.	105⅝	108⅝	+ ⅝	Chicago, Burlington & Quincy	[illegible]	June 15, '98.	1½	105⅝	107⅝	105⅝	106⅝	89	[illegible]
59 June 1.	*48 April 25.	58	58	+ 5	Chicago & Eastern Illinois	6,197,800	June 1, '98.	2½	59	59	59	59	...	100
108½ February 1.	102 January 7.	106	107½	— 1	Chicago & Eastern Illinois preferred	[illegible]	July 1, '98.	1½	107	107½	107	107½	...	204
16⅝ January 3.	9⅝ February 24.	15⅝	15⅝	+ ⅝	Chicago Great Western	[illegible]			14⅝	15⅝	14⅝	15⅝	11	26,309
40 July 28.	28 March 1[illegible].	37⅝	39	+ ⅝	Chicago Great Western preferred A	11,189,000			38	40	38	39	...	2,910
29 July 28.	20 April 21.	27	28⅝	+ 2⅝	Chicago Great Western preferred B	7,444,190			25⅝	29	25	29⅝	...	2,230
71½ July 15.	71½ July 15	71½	73		Chicago Great Western deb	13,800,000	July, '98.	2	71½	71½	71½	71½	...	50
11 July 27.	[illegible] April 4.	10	10½		Chicago, Indianapolis & Louisville	10,500,000			10	11	10	10½	10⅝	1,455
35⅝ July 27.	28 April 16.	33⅝	36⅝		Chicago, Indianapolis & Louisville preferred	2,883,750			31	33⅝	31	35⅝	29⅝	3,811
102¼ June 1.	83⅝ April 21.	99⅝	100	+ ⅜	Chicago, Milwaukee & St. Paul	46,027,261	Apl. 19, '98.	2½	99⅝	100⅝	99⅝	100	87⅝	63,724
152 July 15.	140 April 26.	151⅝	152½	+ ⅝	Chicago, Milwaukee & St. Paul preferred	31,818,400	Apl. 19, '98.	3½	151⅝	152	151⅝	152	141⅝	1,112
132 July 27.	112⅝ March 12.	131⅝	131⅝	+ 1⅝	Chicago & Northwestern	39,097,383	July 6, '98.	2½	129⅝	132	129⅝	131⅝	117⅝	23,494
*176 March 2.	165 January 3.	175	176	+ 2⅝	Chicago & Northwestern preferred	22,367,600	July 6, '98.	1¾	175	175	175	175	162	145
108⅝ June 1.	80 March 25.	96⅝	98⅝	+ ⅝	Chicago, Rock Island & Pacific	50,000,000	†Aug. 1, '98.	1½	95⅝	97⅝	95⅝	96⅝	82	34,274
9⅝ March 3.	4½ January 3.	7½	8⅝	— ⅝	Chicago Terminal & Transfer	13,000,000			8⅝	8⅝	7⅝	7⅝	...	75
33 February 5.	22½ January 3.	28	30		Chicago Terminal & Transfer preferred	17,000,000			29	29	29	29	...	375
44½ June 17.	25 March 12.	42½	42⅝	+ ⅝	Cleveland, Cin., Chi., and St. Louis	28,000,000	Aug., '93.	1½	41⅝	43⅝	41⅝	42½	28¼	8,055
*85⅝ June 17.	77½ March 9.				Cleveland, Cin., Chi. & St. Louis preferred	10,000,000	July 20, '98.	1¼	84	84	84	84	65	12
19⅝ January 12.	11½ March 26.	14½	14½	+ ½	Cleveland, Lorain & Wheeling	8,000,000			14¼	15	14¼	14⅝	...	2,000
26⅝ January 11.	17 March 12.	20⅝	21	+ 1	Colorado Fuel & Iron	9,250,000			20	21½	20	21	20½	1,075
*18½ June 4.	14 June 23.	16	17	—	Colorado Midland preferred	4,644,800			15½	16	15½	16	...	365
5⅝ July 6.	4½ July 25.	4	5¼		Columbus & Hocking Coal & Iron	4,700,000			4½	4½	4½	4½	...	200
8⅝ February 10.	4⅝ July 30.	4⅝	5	— ⅝	Columbus, Hocking Valley & Toledo	11,696,300			5⅝	5⅝	4⅝	4⅝	3	750
205½ June 9.	167 March 26.	196⅝	200	+ 2⅝	Consolidated Gas	36,730,000	June 15, '98.	2	196⅝	200⅝	196⅝	198⅝	179	5,228
42½ July 21.	27½ March 25.	39	41		Consolidated Ice	6,500,000	May 17, '98.	1	41⅝	41⅝	40	41	38⅝	1,207
91 February 15.	81 March 21.	89	91	—	Consolidated Ice preferred	2,500,000	July 15, '98.	1½	90	90	90	90	84⅝	230
114½ February 2.	103 July 16.	105	107¼	+ 2	**Delaware & Hudson**	35,000,000	June 15, '98.	1¾	105½	107⅝	105½	107	117	3,110
159 February 3.	144½ April 21	150	152½	+ 1	Delaware, Lackawanna & Western	26,200,000	July 20, '98.	1¾	152½	153	152	153	157½	1,077
13 January 12.	10 April 18.	12½	12⅝		Denver & Rio Grande	38,000,000			12	12	12	12	12	25
52⅝ February 19.	40 April 21.	50⅝	51	+ ⅜	Denver & Rio Grande preferred	23,650,000	July 15, '98.	1½	50	50⅝	50	50⅝	46⅝	5,258
20 June 10.	8⅝ April 21.	16½	17	+ ½	Des Moines & Fort Dodge	4,283,100			16⅝	16⅝	16⅝	16⅝	11⅝	290
64⅝ July 8.	45 April 20.	...	...	+ ⅝	Detroit Gas	1,945,700			56⅝	57⅝	56⅝	57⅝	31⅝	1,000
*135¼ July 7.	*115 April 22.	126	131	—	**Edison Electrical Illuminating of N. Y**	9,064,400	Aug. 1, '98.	1½	131	131	129	129	122¼	29
*124½ July 28.	*102½ April 1.	...	...	—	Edison Electric Illuminating of Brooklyn	4,000,000	July 15, '98.	1½	124½	124½	122¼	122¼	...	57
*350 July 29.	*335 June 16.	350	...	—	Eighth Avenue	1,000,000	July, '98.	3¾	350	350	350	350	...	5
16¼ February 1.	11 April 21.	13⅝	13⅝	+ ½	Erie	112,232,700			13	13½	13	13½	16	405
43⅝ February 11.	29¾ April 22.	35⅝	35⅝	+ ⅝	Erie first preferred	42,844,[illegible]			34⅝	35⅝	34⅝	35	37½	4,251
21⅝ February 11.	15⅝ April 22.	17⅝	18⅝	—	Erie second preferred	16,000,000			17½	17⅝	17½	17½	20⅝	25
53 July 29.	*37 April 13.	51	53	—	Evansville & Terre Haute preferred	1,284,000	Apl. 15, '97.	1	52	53	52	53	...	244
16⅝ January 21.	10 May 19.	10⅝	12⅝	—	**Fort Worth & Rio Grande**	3,108,100			12	12	12	12	...	400
40½ July 6.	29¾ March 12.	39¼	39¼	+ ⅝	**General Electric**	30,460,000			39⅝	40	39	39⅝	35¼	7,075
130 June 30.	120 July 1.	129½	130	+ 2⅝	Great Northern preferred	50,000,000	Aug. 1, '98.	1½	127	129⅝	127	129⅝	...	3,909
*350 July 19.	*320 January 5.	...	...		**Harlem**	8,638,650	July 1, '98.	2	345	345	345	345	...	22
36¼ February 15.	15⅝ April 22.	24½	26	+ ⅝	Hawaiian Sugar	10,000,000			25⅝	25½	24¼	24¼	...	2,515
111½ July 12.	96 April 21.	109	109½	+ 1⅝	**Illinois Central**	52,500,000	Mch. 15, '98.	2½	108	109⅝	108	109⅝	102	5,541
60 June 1.	44½ April 15.	56	57½	— 1½	Illinois Steel Company	18,650,600	July, '98.	1½	57½	57½	56	56	35	350
10 June 11.	7⅝ March 18.	9¼	9⅝	+ ⅝	Iowa Central	8,420,600			9⅝	9⅝	9¼	9¼	8⅝	141
35¼ June 11	25 April 25.	32	33	+ ⅝	Iowa Central preferred	5,671,600	Apl., '93.	1	32½	32½	32½	32½	31⅝	179
24½ February 10.	15 April 16.	[illegible]	[illegible]	—	**Kansas City, Pittsburg & Gulf**	[illegible]			16	16⅝	[illegible]	16	...	[illegible]
[illegible] June 14.	*[illegible] March 8.	17	[illegible]	—	Keokuk & Des Moines preferred	[illegible]	[illegible]	[illegible]	17	17	17	17	...	[illegible]
[illegible] June 3.	[illegible] March [illegible]	[illegible]	[illegible]	+ ⅝	**Laclede Gas**	[illegible]	[illegible]	[illegible]	50½	51⅝	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] January 14.	[illegible] March 11.	[illegible]	[illegible]	—	Laclede Gas preferred	[illegible]	June [illegible]	[illegible]	91½	93	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] February 1.	[illegible] March 14.	[illegible]	[illegible]		Lake Erie & Western	[illegible]			14	15¼	14	15	17⅝	75
[illegible] February [illegible]	[illegible] March 14.	71	71½	+ ½	Lake Erie & Western preferred	11,840,000	May 16, '98.	1¼	71	71½	71	71½	70⅝	847
194⅝ January 29.	170⅝ January 4.	190	193		Lake Shore	49,466,500	July 29, '98.	3½	190	190	190	190	171	145
60½ January 31.	44 April 21.	53½	53⅝	+ ⅛	Louisville & Nashville	52,800,000	Aug., '93.	2	53½	54⅝	53½	53⅝	55¼	14,565
120¼ January 14.	91 March 26.	107	107¼	+ 1⅝	**Manhattan Consolidated**	30,000,000	July 1, '98.	1	105¼	107⅝	105¼	107	93⅝	51,971
*171½ January 14.	125½ March 26.	153¼	153⅝	+ 1⅝	Metropolitan Street Railway	30,000,000	July 15, '98.	1¼	150⅝	153⅝	150½	153⅛	...	10,663
6⅝ January 8.	4½ June 15.	4⅝	5⅛		Mexican Central	47,841,100			5	5	5	5	...	100
114⅝ February 8.	99½ March 12.	106	106⅝	+ ¼	Michigan Central	18,738,000	July 29, '98.	2	106⅝	106⅝	106⅝	106⅝	102¼	331
30⅝ February 15.	24 March 11.	28¼	29½		Minneapolis & St. Louis	6,000,000			28⅝	28⅝	28⅝	28⅝	24½	100
91 June 27.	*80 April 11	88½	90	+ ½	Minneapolis & St. Louis first preferred	2,500,000	July 15, '98.	2½	89½	89½	89½	89½	86½	120
63 June 8.	46 March 26.	58½	60	+ ½	Minneapolis & St. Louis second preferred	4,000,000	July 15, '98.	2	59⅝	59⅝	58½	58½	55	400
76¼ June 29.	57 January 20.	71	72½	+ 1	Minnesota Iron	16,500,000	July 15, '98.	1½	71	73	71	73	58	355
14¼ January 26.	10 April 13.	10⅝	11½		Missouri, Kansas & Texas	52,450,000			11	11	11	11	14⅝	100
41 January 28.	28⅝ March 12.	34½	34⅝	+ 1	Missouri, Kansas & Texas preferred	13,000,000			34¼	35½	34¼	35	35	1,740
36⅝ July 12.	22 March 12.	35⅝	36	+ ⅝	Missouri Pacific	47,507,000	July 1, '91.	1	34⅝	36¼	34½	35½	25⅝	10,661
32½ February 7.	24⅝ April 9.	27½	27½	—	Mobile & Ohio	5,320,600	Feb. 28, '98.	1	27	27	27	27	24	200
37⅝ January 7.	26¼ March 26.	36⅝	36⅝	+ 1⅝	**National Lead Company**	14,905,400	Feb. 15, '98.	1	35⅛	36⅝	35	36⅝	33⅝	7,800
*110¼ July 28.	99 April 22.	109¼	110½		National Lead Company preferred	14,904,000	June 15, '98.	1¾	110	110¼	109⅝	109⅝	102½	251
21⅞ May 23.	4 July 28.	6	6⅞	— 8½	National Linseed Oil	18,000,000	Sept. 15, '95.	1	15	15	4	6½	16	5,849
98½ January 8.	86½ March 26.	90¼	91⅝	+ 1½	New Jersey Central	22,497,000	Aug. 1, '98.	1	88¼	91⅝	87½	89⅝	89⅝	7,660
54½ July 30.	14 April 5	54½	55	+ 6½	New York Air Brake	5,000,000	1896.	6	48½	54½	48½	54½	...	4,640
119⅝ January 28.	105 March 26.	118⅝	118⅝	+ ⅝	New York Central	100,000,000	July 15, '98.	1	118⅛	119	118	118⅝	101⅓	9,072
195½ February 2.	*182 March 26.	188	191		New York, New Haven & Hartford	49,939,800	June 30, '98.	2	188	190	188	190	175	673
15⅝ January 31.	*11⅝ April 20.	12½	14		New York, Chicago & St. Louis	14,000,000			12	12	12	12	14	525
40¼ January 29.	28 March 25.	34	38		New York, Chicago & St. Louis second pf.	11,000,000			35	36	35	36	34	409
56¼ February 7.	42½ March 12.	52⅞	53¼	+ 1⅝	Norfolk & Western preferred	22,928,650	Feb. 23, '98.	1	51⅝	54½	51⅝	53	30¼	12,205
7⅛ July 7.	4½ January 15.	6⅝	6⅝	— ⅛	North American	39,733,100			6⅝	6⅝	6⅝	6⅝	5	1,430
31½ June 6.	19 February 24.	29⅝	29⅝	— ⅝	Northern Pacific	79,800,000			30¼	30¼	29½	29½	15¼	21,568
72 July 27.	56⅝ March 12.	71½	71⅝	+ ⅝	Northern Pacific preferred	75,000,000	June 3, '98.	1	71⅛	72	70⅝	71½	45⅝	41,474
*5 June 17.	*3 March 8.	4	5		**Ontario Mining**	15,000,000	Dec. 1, '97.	75c.	3⅝	3⅝	3⅝	3⅝	6	50
18⅝ February 2.	13⅝ April 25.	14⅝	15	+ ⅛	Ontario & Western	58,113,982			14⅝	15⅛	14⅝	14⅝	16½	941
54¼ February 1.	35½ January 7.	48⅝	50		Oregon Railroad & Navigation	24,000,000	July 2, '98.	1	48⅝	48⅝	48⅝	48⅝	24½	100
33⅝ February 17.	19⅝ January 3.	28	31	—	Oregon Short Line	27,435,700			30	31	30	31	18⅝	518
36⅝ July 27.	34½ July 20.	36¼	37	— ⅛	**Pacific Coast**	6,809,600			36⅝	36⅝	36	36½	...	374
91 June 28.	*84 July 22.	83	89		Pacific Coast first preferred	1,515,500	July 20, '98.	5	84	84	84	84	...	4
*60½ June 27.	57 July 20.	55	59		Pacific Coast second preferred	3,914,400	July 20, '98.	1	57	57	57	57	...	10
32⅝ February 4.	21 April 21.	29½	29⅝	+ ⅝	Pacific Mail	20,000,000	June 2, '98.	1	28⅝	30	28⅝	29⅝	30⅝	5,955
120⅝ February 7.	110⅝ March 12	116⅝	117½	+ ⅝	Pennsylvania Railroad	129,303,250	May 31, '98.	2½	117⅛	117⅝	116⅝	117	...	2,234
104⅝ May 31.	86½ March 26.	99½	99⅝	+ ⅝	People's Gas, Chicago	25,000,000	May 25, '98.	1½	99	100½	98⅝	99⅝	99	47,707
*116 July 27.	*116 July 27	...	...		Pierre Lorillard preferred	2,000,000	July 1, '98.	2	116	116	116	116	...	10
47½ May 2.	38⅝ January 5.	42½	43		Pittsburg, Cin., Chi. & St. Louis	24,347,100			43	43¼	43	43	15½	430
71 February 7.	57 March 23.	60	65	— ⅝	Pittsburg, Cin., Chi. & St. Louis preferred	22,649,200	Jan. 27, '96.	2	60	62¼	60	62¼	54	415
*173 July 27.	*168 February 25.	170	...		Pittsburg, Fort Wayne & Chicago	19,714,285	July 5, '98.	1¾	173	173	173	173	...	30
216 July 5.	165 March 12.	210	211	+ 2	Pullman Palace Car Company	36,000,000	May 16, '98.	2	209½	211	209¼	211	170	3,135
6⅝ January 18.	5 June 2.	5¼	8		**Quicksilver** preferred	4,291,800	1891.	4⅝	5½	5½	5½	5½	...	100
23⅝ January 6.	15½ March 25.	17½	17⅝	+ ⅛	**Reading**	69,900,000			17	18⅝	17	17½	24⅛	3,420
54½ February 3.	36 March 12.	41	42	+ 2⅝	Reading first preferred	28,000,000			39⅝	43	39⅝	41½	51⅝	27,653
29 January 6.	18⅝ March 26.	20¼	21	+ 1⅛	Reading second preferred	42,000,000			19⅞	21¼	19⅞	21	29⅞	1,460
*185½ July 27.	*182 January 26.	180	...		Rensselaer & Saratoga	10,000,000	July, '98.	4	185½	185½	185½	185½	184	20
29½ July 19.	*21½ January 11.	26½	29½		Rio Grande Western	10,000,000			29½	29½	29½	29½	21	65
68 June 23.	50¼ March 15	66	68	+ 1¼	Rio Grande Western preferred	6,500,000	Aug. 1, '98.	1¾	66⅛	67½	66⅛	67½	50½	836
8⅝ February 11.	5½ March 7.	6	7¼	— ⅛	**St. Joseph & Grand Island**	4,600,000			7	7¼	6½	6½	4⅝	400
63 June 11.	45 February 24.	56½	57½	— 1½	St. Joseph & Grand Island first preferred	5,491,000	July 15, '98.	2½	60	60	58	58½	40⅝	1,276
23¼ June 11.	13½ April 25.	19	21½		St. Joseph & Grand Island second preferred	3,500,000			20¼	20¼	20	20	12⅛	719
8⅝ June 3.	6 March 26.	7⅝	7⅝	+ ⅛	St. Louis & San Francisco	26,443,980			7½	7⅝	7⅛	7½	5⅞	1,050
65⅝ June 6.	52½ March 12.	61	62		St. Louis & San Francisco first preferred	5,000,000	July 6, '98.	2	61	61	61	61	47⅞	165
32½ June 1.	22½ February 24.	28⅝	29¼	+ 1	St. Louis & San Francisco second preferred	14,335,700	July 6, '98.	1	28¼	29¼	28¼	29	17⅞	1,525
5⅝ June 17.	3⅝ January 24.	5⅛	6		St. Louis Southwestern	16,500,000			5⅛	5⅝	5⅛	5⅝	4⅛	555
12⅝ June 7.	7⅝ March 12.	10⅝	11¼	+ ⅛	St. Louis Southwestern preferred	20,000,000			10⅛	10⅝	10⅛	10⅝	10⅝	709
25 January 3.	*17½ July 9.	19	21	—	St. Paul & Duluth	4,660,200	July 5, '87.	3	17½	17½	17½	17½	...	13
*88 February 15.	78 April 2.	82	86		St. Paul & Duluth preferred	4,793,123	Mch. 1, '98.	2½	80	80	80	80	...	459
162 July 29.	*121½ January 6.	161	163	+ 7½	St. Paul, Minneapolis & Manitoba	20,000,000	Aug., '98.	1½	155	162	155	162	117	2,270
85¼ July 11.	65 March 12.	83¼	83⅝	+ ⅝	St. Paul & Omaha	21,403,293	Feb. 21, '98.	2	83¼	84⅝	83¼	83⅝	65⅝	8,900
22 January 22.	12 April 18.	19⅝	20	— ⅛	Southern Pacific	108,232,270			19⅞	20⅛	19⅛	19⅞	16⅞	1,600
9⅝ February 10.	7 April 21.	8⅛	8⅝	+ ⅛	Southern Railway	119,900,000			8⅝	8⅝	8⅝	8⅝	9⅛	2,695
33¼ February 11.	23⅝ March 26.	31⅝	31⅛	+ ⅛	Southern Railway preferred	57,290,400	Jan. 20, '98.	1	31	31⅞	30⅝	31⅝	32⅞	9,627
7 May 23.	3¼ January 3	5⅛	5⅝	— ⅛	Standard Rope & Twine	12,000,000			6	6⅛	5⅝	5⅝	8⅛	935
28¼ January 11.	17 March 12.	25	25⅝	+ ½	**Tennessee Coal & Iron**	20,000,000	Jan., '87.	1	25	26¼	25	25½	25½	6,312
13¼ July 14.	8⅞ March 12.	12½	12⅝	— ⅛	Texas Pacific	38,706,700			12⅝	12⅝	12½	12½	12⅞	1,870
25⅞ June 6.	16¼ March 25.	24	24¼	+ ⅝	**Union Pacific**	61,000,000			24	24½	23½	23⅝	...	4,637
63⅝ February 2.	45⅞ March 12.	61⅝	61½	+ ⅝	Union Pacific preferred	75,000,000			60¼	62½	60⅝	61½	...	57,491
10¼ February 18.	5¼ July 28.	5¼	5⅝		Union Pacific, Denver & Gulf trust receipts	27,894,900			5½	6¼	5¼	5½	...	8,000
*49 February 8.	38 April 14.	40	44		United States Express	10,000,000	May 16, '98.	1½	41	42	41	42	48	15
8⅞ May 24.	5¼ April 25.	7⅛	7⅛	— ⅝	United States Leather	61,509,900			7¼	7¼	7⅛	7¼	7⅞	1,220
69¼ May 25.	53⅝ March 26.	67⅝	67⅞		United States Leather preferred	60,909,900	July 1, '98.	1¼	68⅛	68⅝	66⅝	68¼	62⅝	17,256
39⅛ July 30.	14¼ March 12.	38⅝	39	+ 7	United States Rubber	20,166,600	Feb. 15, '97.	2	32½	39⅛	31½	38⅝	14½	62,439
97 July 30.	60 March 12.	96	96¼	+ 5⅝	United States Rubber preferred	19,400,500	July 30, '98.	2	91½	97	91⅛	96½	58	13,863
7⅝ January 12.	6¼ March 25.	7	7½		**Wabash**	28,000,000			7½	7⅝	7½	7⅝	7⅛	745
20½ May 9.	14⅛ March 7.	19	19⅝	+ ½	Wabash preferred	24,000,000			18⅝	19¼	18⅝	19⅛	17⅝	2,315
123 June 24.	*112½ May 5.	118	123		Wells-Fargo Express	8,000,000	July 15, '98.	3	121	122½	121	122½	109	312
102⅝ January 8.	87½ April 25.	...	93¼	+ ½	West Chicago Street	13,189,000	May 16, '98.	1¼	92⅞	93⅝	92⅞	93⅝	...	1,900
95 June 24.	82½ March 26.	92⅞	93	+ ½	Western Union Telegraph	97,370,000	July 15, '98.	1¼	92¼	93⅛	92¼	93	85⅞	12,860
3⅝ January 11.	*⅝ July 25.	...	...	—	Wheeling & Lake Erie, $1 assessment paid	10,894,800			⅝	⅝	⅝	⅝	...	63
2¼ July 25.	1⅝ July 25.	1⅞	2		Wheeling & Lake Erie, $2 assessment paid	10,894,800			2	2¼	1⅞	2	...	3,250
13 July 27.	10 July 25.	11	12		Wheeling & Lake Erie pf. $3 ass't paid	8,316,000	May 15, '94.	2	10⅝	13	10	12	...	3,215
8 January 17.	5 February 5.	5	8	—	Wisconsin Central preferred	3,000,000			6	6	6	6	...	200

Note—The highest and lowest prices in this table, unless otherwise designated, are based on sales of 100-share lots. *Sales of less than 100 shares. †And 10 per cent. in stock.
Of the amount of stock outstanding credited to Lake Shore and Michigan Central, $45,044,900 of the former is in the New York Central collateral trust and $15,291,300 of the latter.

Bond Transactions New York Stock Exchange Week Ending July 30, 1898.

BONDS.

Sales Week Ending July 30.$18,662,500

BONDS.	First.	High.	Low.	Last.	Sales.
Adams Express 4s	99	99½	99	99½	68
Akron & Chicago Junction 1st 5s, coupon off	101	101	101	101	5
American Cotton Oil 8s	109	109	109	109	10
American Spirits Manufacturing 6s	83	84¼	83	84	23
American Tobacco scrip	95	96	95	96	40
Ann Arbor 1st 4s	84¾	85½	84¾	85½	11
Atchison, Topeka & Santa Fé gen. 4s	95⅝	95⅞	95	95	771½
Atchison, T. & S. F. adjustment 4s	70½	71	69⅞	70⅛	1472
Atlantic & Danville 1st 5s	98	98	98	98	10
Austin & Northwest 1st 5s	81½	81½	81½	81½	10
Baltimore Belt 1st 5s	99¾	100	99¾	99¾	23
B. & O. 1st 6s, Parkersburg Branch	113	113¼	112½	112½	185
Baltimore & Ohio 5s, 1885-1925	115½	116½	115½	116	107
Baltimore & Ohio 5s, 1885-1925, reg.	110¾	110¾	110¾	110¾	5
Baltimore & Ohio 5s, 1885-1925, certfs.	111	111½	111	111½	41
Baltimore & Ohio 5s, 1988	115½	115½	115	115	177
Baltimore & Ohio 5s, 1988, reg.	114¾	114¾	114¾	114¾	1
Baltimore & Ohio 5s, 1988, certfs.	115½	115½	114½	114½	26
Baltimore & Ohio Southwest 1st gtd. 4½s	101½	101½	101½	101½	39
Brooklyn Elevated 1st 6s, trust receipts	92½	92½	92	92	10
Brooklyn Rapid Transit 5s	103¼	103½	102¼	103½	75
Brooklyn Wharf & Warehouse 5s	95½	95½	95½	95½	23
Buffalo, Rochester & Pittsburg gen. 5s	106	106	106	106	9
Bur., Cedar Rapids & Nor. 1st col, tr. 5s	107	107	107	107	83
Canada Southern 1st 5s	108½	108½	108½	108½	4
Canada Southern 2d 5s	110	110	110	110	2
Central of Georgia consol. 5s	88	89½	88	89½	150
Central of Georgia 1st preference income 5s	89¼	89½	89¼	89½	1
Central of Georgia 2d preference income 5s	11½	12	10½	12	18
Central of Georgia 3d preference income 5s	4½	4½	4½	4½	5
Central of New Jersey general 5s	112½	112½	112½	112½	41
Central of New Jersey gen. 5s, registered	110½	110½	110½	110½	8½
Chesapeake & Ohio 4½s	84½	84½	84½	84½	310
Ches. & Ohio, Rich. & Alle. 2d consol. 4s	90½	90½	90½	90½	1
Chesapeake & Ohio consolidated 5s	114¾	114¾	114½	114¾	53
Chesapeake & Ohio 6s, Series A	119	119	119	119	5
Chesapeake & Ohio 6s, 1911	120	..	..	..	..
Chicago, Burlington & Northern 5s	110½	110½	110½	110½	4
Chicago, Burlington & Quincy, Neb. ext. 4s	100	100½	100	100½	36
Chicago, Burlington & Quincy consol. 7s	115¼	115½	115¼	115½	33
Chicago & Eastern Illinois general 5s	108	108	107¾	108	12
Chicago & Indiana Coal 1st 5s	103	103	102½	102½	5
Chicago, Indianapolis & Louisville ref. 5s	90	90	90	90	1
Chicago, Ind. & Louis. ref. 6s	103	105½	103	105½	87
Chi., St. P., Minn. & Omaha consol. 6s	135½	135½	135½	135½	1
Chicago Terminal Transfer 4s	86½	86½	86	86	60
C., C., C. & St. L., St. Louis Div. 4s	96¾	96¾	96¾	96¾	22
Clev., Cin., Chic. & Indianapolis 1st 7s	103½	103½	103½	103½	1
Clev., Cin., Chi. & Indianapolis con. 7s	135½	135½	135½	135½	8
Clearfield Bituminous Coal 4s	95	95	95	95	15
Colorado Coal & Iron 6s	102	102	102	102	1
Colorado Midland 2-4s	56	56½	56	56½	25
Col., Hocking Valley & Tol. 5s, $65 paid	79	79	79	79	2
Columbus & Ninth Avenue 1st 5s	121	122	121	121	21
Denver & Rio Grande Imp. 5s	94½	94½	94½	94½	14½
Denver & Rio Grande 1st 7s	109¾	110	109¾	110	21
Denver & Rio Grande 4s	95½	95½	95	95½	47
Detroit City Gas 5s	92	92	91¾	91¾	49
Detroit, Mac. & Mar. long grant 3½s	17½	17½	17½	17½	7
Duluth & Iron Range 1st 5s	106	106	106	106	8
East Tenn., Va. & Ga. con. 5s	110½	110½	110½	110½	8
Edison Elec. Illuminating of N. Y. 1st 5s	111	111	111	111	8
Elizabeth, Lexington & Big Sandy 5s	103¼	103¼	103¼	103¼	5
Erie prior lien 4s	91¾	92½	91¾	91¾	135
Erie general lien 4s	73⅝	73½	73¼	73½	57
Erie 1st extended 4s	113	113	113	113	5
Flint & Pere Marquette 6s	117	117	117	117	1
Flint & P. M., Port Huron Division 5s	90½	92	90½	92	12
Fort Worth & Denver City 1st 4-6s	73½	74¾	73½	73½	163
Fort Worth & Rio Grande 1st 3-4s	59¾	61½	59	61¾	198
Gal., Har. & San An., Mex. & Pac. 5s	95½	95¾	95½	95¾	32
Galveston, Houston & Henderson 5s	92	92	92	92	3
Georgia Pacific 1st 6s	119	119	119	119	8
Green Bay & Western debenture, B	5	5	5	5	1
Houston & Texas Central gen. 4s	81	81	81	81	20
Houston & Texas Central 1st 5s	111½	111½	111½	111½	2
Houston, East. & West. Texas 5s	92	94	92	93¾	57
Illinois Central 4s, 1952	102¼	102¼	102¼	102¼	2
Illinois Central 4s, 1951, registered	109½	109½	109½	109½	10
Illinois Central, Western Line 1st 4s	105	105	105	105	7
Illinois Central, Louisville Division 3½s	93½	93½	93½	93½	5
Illinois Central, St. Louis Division 3½s	92⅞	93½	92⅞	93½	22
International & Great Northern 3d 4s	58	58	58	58	1
Iowa Central 1st 5s	102	102	101½	101½	15
Kansas City, Pittsburg & Gulf 1st 5s	73	73¼	72½	72⅞	79
Kansas City & Pacific 1st 4s	74½	74½	74½	74½	1
Kansas & Texas 1st 4s	89⅞	90	89½	89½	85
Kansas & Texas 2d g. 4s	65½	66	65½	65¾	218½
Kansas & Texas of Texas 5s	83½	84¾	83½	84¾	15
Kings County Elevated 1st 5s	56	56	56	56	2
Laclede Gas Light of St. Louis 1st 5s	105½	105½	105½	105½	10
Lake Erie & Western 2d 5s	100½	102	100½	102	5
Lake Shore 3½s	104	104¼	104	104¼	14
Lehigh Valley Terminal 5s	112	112	112	112	1
Lehigh Valley of New York 1st 4½s	101¼	101¼	101¼	101¼	2
Lehigh & Wilkesbarre con. 7s, assented	100	100¾	100	100¾	20
Louisville & Nashville unified gold 4s	88½	88¾	88½	88¾	44
Louis. & Nash., Nash., Flor. & Shef. 1st 5s	98	98	98	98	11
Louis. & Nash., N. O. & Mobile 1st 6s	121½	121½	121½	121½	1
Manhattan consolidated 4s	95½	96½	95½	96½	73
Metropolitan Street Railway 5s	115	115½	115	115½	80
Mexican International consol. 4s	76¼	76¾	76¼	76¾	75
Missouri, Kansas & Eastern 1st 5s	99	99½	99	99½	10
Missouri Pacific 3d 7s	110	110	110	110	1
Missouri Pacific 1st collateral 5s	77	77¾	77	77½	46
Missouri Pacific consol. 6s	103¾	104⅝	103¾	104⅝	275
Missouri Pacific trust 5s	79¾	80	79½	79½	23
Mobile & Ohio general 4s	77¾	78	77¾	78	43
Mobile & Ohio new 6s	121¼	121¼	121¼	121¼	1
Nash., Chat. & St. Louis 1st 7s	128½	128½	128½	128½	1
Nash., Chat. & St. Louis consol. 5s	102½	103	102½	103	9
National Starch Manufacturing 6s	107	107½	107	107½	6
New York Central, Mich. Cent. collat. 3½s	94¼	95	94¼	95	266
New York Central, Lake Shore collat. 3½s	95¾	96½	95½	96½	379
New York Central 1st 7s, coupon	116½	116½	116½	116½	1
New York Central 3½s	105½	105½	105½	105½	1
New York, Ontario & Western refdg. 4s	99½	100½	99½	100½	12
New York, Ontario & Western consol. 5s	108¾	108¾	108¼	108¾	10
New York, Susquehanna & Western ref. 5s	105	105	105	105	1
New York, Sus. & West. Terminal 1st 5s	109¾	109¾	109¾	109¾	1
New York, Susquehanna & Western gen. 5s	92	92½	92	92	34
Norfolk & Western con. 4s	82	83¼	82	83¼	248½
Northern Pacific general lien 3s	64¼	65¾	64¼	64¾	1,519½
Northern Pacific prior lien 4s	98½	99¾	98½	99¾	229
Northern Railway of California 5s	102½	103¾	102½	102¾	82
Northwestern Gold 7s, registered	114½	114½	114½	114½	5
Northwestern Gold 7s, coupon	114	114	114	114	7½
Northwestern general 3½s	102¾	102¾	102¾	102¾	3
Ohio & Miss. 1st 7s, Springfield Div	105½	106	105½	106	34
Ohio Southern 1st 6s	83½	83¼	83	83¼	3
Oregon Railroad & Navigation 4s	96¾	97½	96¼	97½	137
Oregon Short Line consolidated 5s	104⅝	105	104½	105	75
Oregon Short Line Income A	78½	79½	78¾	79½	77
Oregon Short Line Income B	56¾	57	56¾	56¾	219
Oregon Short Line 6s	127½	128	127	127½	28
Pacific Coast 1st 5s	103¾	103¾	103¼	103¾	30
Pennsylvania 4½s, coupon	113¾	113¾	113¾	113¾	20
People's Gas & Coke of Chicago 1st con. 6s	120	120	120	120	5
People's Gas & Coke of Chicago 2d gtd. 6s	106¾	107½	106½	107½	6
Peoria, Dec. & Evans. 1st, trust receipts	100	100	100	100	1
Peoria & Eastern 1st 4s	77½	77½	77½	77½	3
Pittsburg & Connellsville 4s	107½	107½	107½	107½	10
Pittsburg, Shenango & Lake Erie 1st 5s	107½	107½	107½	107½	5
Pittsburg & Western 4s	91	91½	90¾	91½	37
Pittsburg & Western 5s	89¾	82½	80	80	34
Reading general 4s	82	83	81¾	82¾	509
Rio Grande Western 1st 4s	89	89½	89	89	49
Rock Island general 4s	104	104½	103¾	104½	454
Rock Island 1st 6s, coupon	129¾	129¾	129¾	129¾	1
Rome, Watertown & Ogdensburg consol. 5s	123¾	123¾	123¾	123¾	1
St. Joseph & Grand Island 1st 2-3-4s	80	80	80	80	32
St. Louis & Iron Mountain 2d extended 5s	107½	107½	107½	107½	4
St. Louis & Iron Mt., Arkan. Br. ext. 5s	105½	105½	105½	105½	1
St. Louis & Iron Mountain gen. 5s	98¾	99½	98½	99½	168
St. Louis & San Francisco gen 6s	116½	118½	115½	118½	13
St. Louis & San Francisco gen 5s	104½	106	[illegible]	104½	68
St. Louis & San Fran., Southw. Div. 5s	95½	[illegible]	[illegible]	[illegible]	6
St. Louis & San Francisco 4s	78	78¼	78	78	21
St. Louis Southwestern 1st 4s	77½	78	77¼	78	112
St. Louis Southwestern 2d income 4s	[illegible]	[illegible]	[illegible]	[illegible]	45
St. Paul 1st South. Southern Minnesota 6s	119	[illegible]	[illegible]	[illegible]	10
St. Paul 1st, Hastings & Dakota 5s	[illegible]	[illegible]	[illegible]	[illegible]	51
St. Paul 1st Chi., Pac. & Western 5s	[illegible]	[illegible]	[illegible]	[illegible]	3

BONDS.

Week ending July 30, 1898.

BONDS.	First.	High.	Low.	Last.	Sales.
St. Paul general 4s, Series A	105¾	106	105¾	106	83
St. Paul, Minn. & Man., East Minn. 5s	110	110	110	110	1
St. Paul, Minn. & Man., Dakota Ext. 6s	121½	122¾	121½	122¾	28
St. P., M. & M., Montana ext. 4s	100	100	99⅞	100	31
St. Paul, Minn. & Manitoba consol. 6s	130	130	130	130	2
St. P., M. & M. consol. 6s, reduced to 4½s	108	108¾	108	108¼	24
St. Paul & Sioux City 1st 6s	131	131	131	131	4
San Antonio & Aransas Pass 4s	66½	70½	66½	70½	1,526
South Carolina & Georgia 1st 5s	94	95½	94	95½	42
Southern Pacific of California consol. 5s	101	101½	100¾	100¾	86
Southern Pacific of New Mexico 1st 6s	108½	108¾	108½	108½	23
Southern Pacific of Arizona 1st 5s	106½	106½	106	106½	61
Southern Railway 5s	94¾	95	94	94½	154
Standard Rope & Twine 6s	71	71½	70	70	23
Standard Rope & Twine income	15⅝	15⅝	13¾	14	138
Tenn. Coal & Iron 1st 6s, Birm. Div.	85½	85½	85½	85½	1
Texas & Pacific 1st 5s	106	106¼	106	106¼	57
Texas & Pacific 2d inc. 5s	42¼	43¾	42¼	43	844
Toledo, St. Louis & Kansas City 1st, tr. r.	88	88	88	88	12
Union Elevated, Brooklyn, 1st 6s, tr. r.	91⅜	91½	91⅜	91½	34
Union Pacific new 4s	97¼	97⅝	97½	97⅝	1,475
Union Pacific collateral tr. 4½s, tr. receipts	59	59	59	59	13
Union Pacific, Den. & Gulf 1st 5s, t. r.	73	73	72	73	845
U. S. Leather 6s	116	116	116	116	5
Wabash 1st 5s	110½	110⅝	110½	110½	38
Wabash 1st 5s, Detroit & Chicago ext.	103	103	103	103	4
Wabash 2d 5s	88	91½	88	90⅝	235
Wabash debenture, Series B	27⅞	28⅝	27⅞	28	577
Washington, Ohio & Western 1st 4s	87¾	87¾	87¾	87¾	1
West Shore guaranteed 4s	109	109½	109	109	387
West Shore guaranteed 4s, registered	108½	108¾	108¼	108¼	53
Western New York & Penn. gen. 3-4s	55	55	55	55	22
Western New York & Penn. income	5	..	..	..	..
Western N. Y. & Pennsylvania 1st 5s	108¾	108¾	108½	108½	9
Wheeling & Lake Erie consolidated 4s	85	85	85	85	5
Wisconsin Central 1st 5s, trust receipts	47¼	48¼	46¾	47	322
Wisconsin Central income	5	5	5	5	8
Total sales					$17,339,000

GOVERNMENT BONDS.

Bond Transactions New York Stock Exchange Week Ending July 30, 1898.

	First.	High.	Low.	Last.	Sales.
United States 4s, 1925, coupon	126¼	128½	126	128½	72
United States 4s, 1907, registered	110½	111	110½	111	15
United States 4s, 1907, coupon	111	111½	110¾	111	17
United States 3s, when issued	104½	104½	104	104½	1,191½
Total sales					$1,295,500

STATE BONDS.

Bond Transactions New York Stock Exchange Week Ending July 30, 1898.

	First.	High.	Low.	Last.	Sales.
Louisiana consolidated 4s	104	104	104	104	2
Tennessee Settlement 3s	91½	91½	91½	91½	6
Virginia funded debt 2-3s of 1991	72	72½	72	72½	20
Total sales					$28,000
Grand total					$18,662,500

GOVERNMENT BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1898.

	Highest.		Lowest.		Last Sale.	
United States 2s, registered	98½	Mch. 23	98	Apr. 4	98	Apr. 4
United States 4s, 1907, registered	113½	Feb. 4	106	Apr. 27	110½	July 28
United States 4s, 1907, coupon	114¾	Feb. 8	107	Apr. 26	111	July 29
United States 4s, 1925, registered	129½	Jan. 11	116¾	Apr. 19	124	July 20
United States 4s, 1925, coupon	129¾	Jan. 12	117⅝	Apr. 19	128¼	July 30
United States 5s, 1904, registered	115	Jan. 12	109¾	May 2	110¼	May 6
United States 5s, 1904, coupon	115	Jan. 14	109⅝	May 2	113¼	July 22
United States currency 6s, 1899	104	Jan. 22	102½	Apr. 26	102½	Apr. 28
United States 3s, 10-20, 1918, when issued	104½	July 30	104	July 23	104½	July 30
District of Columbia 3-65s	116	July 7	115	Mch. 28	116	July 7

STATE BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1898.

	Highest.		Lowest.		Last Sale.	
Alabama, Class A	109	May 14	108½	Mch. 8	109	May 14
Alabama, Class C	100	Feb. 28	100	Feb. 28	100	Feb. 28
Louisiana consolidated 4s	104	July 21	100	May 14	104	July 27
Louisiana consolidated 4s, small	100½	Mch. 14	98	Mch. 3	100½	Mch. 14
North Carolina 6s, 1919	128	Feb. 23	128	Feb. 23	128	Feb. 23
North Carolina consolidated 4s	101	Jan. 6	101	Jan. 6	101	Jan. 6
Tennessee settlement 3s	92½	June 23	87	May 10	91½	July 27
Tennessee settlement 3s, small	88	Jan. 5	87	May 25	88	June 16
Virginia funded debt 2-3s, 1991	72½	July 29	65	Apr. 22	72½	July 29
Virginia deferred 6s, trust receipts	7	June 8	4½	Feb. 15	5	June 9

Last sales in 1897 of State bonds in which there have been no dealings in 1898:

	Sales.	Date.		Sales.	Date.
Alabama, Class A, (small)	107¾	Oct. 9	North Car. con. 4s, (small)	100	Oct. 3
Alabama, Class B	104¾	July 26	Virginia deferred 6s	5	Apr. 1

BANK STOCKS.

Transactions on New York Stock Exchange from Jan. 1, 1898.

	Highest.		Lowest.		Last Sale.	
America	356	Mar. 9	350	Jan. 25	350	May 5
American Exchange	175	Mar. 11	167	June 13	170	July 26
Central National	165	June 9	165	June 9	165	June 9
City	1100	June 10	1100	June 10	1100	June 10
Columbia	150	Apr. 4	150	Apr. 4	150	Apr. 4
Chatham	295	Mar. 2	290	May 12	290	May 12
Commerce	210	Mar. 1	200	May 9	200	July 18
Continental	130	Jan. 4	125	May 18	125	May 18
Corn Exchange	290	Feb. 4	290	Feb. 4	290	Feb. 4
Market & Fulton	233	Mar. 4	230	Feb. 16	233	Mar. 4
Mechanics'	185	Feb. 11	175	May 18	175¼	June 2
Mechanics & Traders'	120	July 9	120	July 9	120	July 9
Merchants'	148½	Jan. 4	146	Mar. 8	146½	June 20
New York	235	Apr. 14	235	Apr. 14	235	Apr. 14
Ninth	92½	Feb. 9	90	Mar. 9	90	June 15
North America	135¼	Feb. 15	135	June 4	135	June 9
Park	312	Mar. 23	263	Jan. 28	310	July 21
Republic	157	Mar. 31	155¾	July 8	155¾	July 6
Shoe & Leather	100	Jan. 13	99½	Jan. 20	99½	Jan. 20
State of New York	102	June 18	102	June 18	102	June 18
Tradesmen's	110	Feb. 15	105	Jan. 21	110	Feb. 15
West Side	275	Jan. 10	275	Jan. 10	275	Jan. 10
Western National	155	Jan. 28	145	Mar. 30	150	Apr. 22

Last sales on the New York Stock Exchange in 1897 of bank stocks not yet dealt in there this year:

		Date.			Date.
Broadway	242	Nov. 19	Importers & Traders'	535	March 23
Butchers & Drovers'	98	Nov. 27	Manhattan	230	Nov. 13
Chemical	4000	Feb. 2	Metropolis	475	April 21
Citizens'	132	Nov. 19	New York County	800	March 23
East River	140	Nov. 23	Phenix	100	Dec. 24
Fourth National	195	Nov. 30	Seaboard	170	July 19
Gallatin	310	Aug. 19	Third National	85	March 14

MONEY AND EXCHANGE.

Money on call loaned at 1@1½ per cent.

Time money, 2½ per cent. for sixty to ninety days, 3 per cent. for four to five months, 3@3½ for six months. Commercial paper rates, 3½@3¾ per cent. for sixty to ninety days' indorsements, 3¾@4¼ per cent. for choice single names, and 4½@5½ per cent. and upward for others.

The Bank of England lost £961,807 bullion during the week, and the proportion of reserve to liabilities, which in the previous week was 45.22, became 45.34 per cent. The rate of discount was unchanged at 2½ per cent. The Bank of France gained 2,550,000f gold and 3,350,000f silver.

Foreign exchange market weak. Posted rates were $4.84½ for sixty days and $4.86 for demand. Actual rates were $4.83½@$4.83¾ for sixty-day bills, [illegible] for demand, [illegible] for cable transfers, and [illegible] for commercial.

In Continental, Paris francs were quoted at 5.21⅞ for long and 5.20 for short, reichsmarks at 94½ and 95 1-16@95⅛, and guilders at 40 1-16@40⅛ and 40¼.

New York exchange was quoted as follows: Chicago—Par. Boston—5@12c discount. San Francisco—Sight, 15c premium; telegraphic, 17½c premium. New Orleans—Commercial, 25c premium; bank, $1 premium. Savannah—Buying, 1-16c discount; selling, 1-16c premium. Charleston—Buying, par; selling, ⅛c premium. Cincinnati—Between banks, par; over counter, 50c premium. St. Louis—Par.

BULLION STATISTICS.

Silver bullion certificates were last quoted on the Stock Exchange at 58¾@58⅞c per ounce.

Silver was quoted in London at 27⅛d per ounce, and in New York at 58 9-16c. Mexican dollars were quoted at 45½c.

The Mercantile Safe Deposit Company holds [illegible] ounces of silver bullion.

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Do., registered	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Do., adjustment g. 4s, [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
Atlantic & Pacific income					[illegible]	[illegible]		
Atl. Av. of Brooklyn imp. g. 5s, 1934					[illegible]	[illegible]		
Atlanta & Danville 1st g. 5s, 1950	[illegible]	Jun 24	[illegible]	Jan [illegible]	[illegible]	July [illegible]		
Balt. & Ohio 1st 6s, Park'b. Br., 1919	[illegible]	Feb 11	[illegible]	Apr [illegible]	[illegible]	July [illegible]	[illegible]	[illegible]
Do., gold 5s, 1885-1925	[illegible]	Jul [illegible]	[illegible]	[illegible]	[illegible]	July [illegible]		
Do., registered	[illegible]	Jul [illegible]	[illegible]	[illegible]	[illegible]	July [illegible]		
Do., con. certs. of deposit	[illegible]	Jul [illegible]	[illegible]	[illegible]	[illegible]	July [illegible]		
Do., do., registered	[illegible]	Jun [illegible]	[illegible]	[illegible]	[illegible]	July [illegible]		
Do., con. g. 5s, [illegible]	[illegible]	Jul [illegible]	[illegible]	Apr [illegible]	[illegible]	July [illegible]		
Do., registered	[illegible]	Jul [illegible]	[illegible]	May [illegible]	[illegible]	July [illegible]		
Do., J. P. M. Co. certs.	[illegible]	Jul [illegible]	[illegible]	Apr [illegible]	[illegible]	July [illegible]		
Do., do., registered	[illegible]	Jul 20	117½	Jul 20	[illegible]	July [illegible]		
Baltimore Belt 1st g. 5s, int. gtd., [illegible]	[illegible]	Jan 24	96	Jan 11	[illegible]	July [illegible]		
West Va. & Pitts. 1st g. 5s, 1990					[illegible]	[illegible]		
Monongahela River 1st gtd. g. 5s, 1919					[illegible]	July [illegible]		
Cent. Ohio reorg. 1st con. g. 4½s, 1930	100	Jul 7	99	Jan 27	100	July 7	104	
Ak. & Chi. Junc. 1st gtd. [illegible] g. 5s, 1930					[illegible]	Nov., 95		
Do., coupon off	101	Jul 20	100	Jul 21	101	July [illegible]		
Pitts. & Connellsv. 1st g. 4s, 1946	107½	Jul [illegible]	105½	Jun 24	107½	July [illegible]		
B. & O. S. W. R.R. 1st gtd. g. 4½s, 1990	103	Jun 13	96½	Jan 17	101½	July 30		
Do., 1st consolidated g. 4½s, 1993					89	Jun 3, 97		
Do., 1st inc. g. 5s, Series A, 2043	27½	Jun 8	27	Jun 8	27½	June 8		
Do., do., Series B, 2043	[illegible]	Feb [illegible]	8	May [illegible]	9	June 8		
Ohio & Mississippi 2d con. 7s, 1911	122½	Jul 12	120	Jul [illegible]	122½	July 12		
Do., 1st Springfield Div. 7s, 1905	107½	Feb 10	103½	May 2	106	July [illegible]		
Do., 1st gen. 5s, 1932					105	April, 96		
Brooklyn City 1st consol. 5s, 1941	113	May 27	113	July 1	113	July 1		
Brooklyn El. Tr. Co. ctfs., 1st g. 6s, 1924	[illegible]	Jul 5	[illegible]	Apr 8	[illegible]	July [illegible]	91	[illegible]
Do., Tr. Co. ctfs. 2d g. 5s, 1915					43	Jun 12, 97		
Do., do., 3d installment paid	65	May 24	65	May 24	65	May 24		
Do., all installments paid	85	Jun 27	85	Jun 27	85	June 27		
Sea. & B.B. Tr. Co. cts., 1st gtd. g. 5s, 1942					70½	De 14, 97		
Union El. Tr. Co. cts., 1st gtd. g. 6s, 1937	92½	Jul 1	86	Apr 14	91½	July 28	91	91⅝
Brooklyn Rapid Transit g. 5s, 1945	104	Jul 5	91	Apr 2	103½	July 30	103	103½
Brunswick & Western 1st g. 4s, 1938					74	Sept., 96		
Buff., Roch. & Pitts. gen. g. 5s, 1937	106	Feb 25	104½	Jan 18	106	July 30	106	108
Roch. & Pitts. 1st g. 6s, 1921	127	Jan 26	127	Jan 26	127	Mar 2	124½	
Do., con. 1st g. 6s, 1922	122	Feb 2	122	Jul 16	122	July 16		
Clearfield & Mah. 1st gtd. g. 5s, 1943					103	Ap 14, 97		
Buffalo & Susquehanna 1st g. 5s, 1913					100	Feb., 96		
Bur., Cedar Rap. & Nor. 1st 5s, 1906	109	Feb 4	104¾	Jun 17	108½	July 22		
Do., con. 1st and col. tr. g. 5s, 1934	109	Jan 17	100	Apr 23	107	July 29	106½	
Minn. & St. L. 1st gtd. g. 7s, 1927					140	Fe 14, 97		
C.R., Iowa Falls & N.W. 1st g. 6s, 1920					106	De 10, 97		
Do., do., 1st g. 5s, 1921	105	Jan 4	105	Jan 4	105	Jan 4		
Canada South. 1st. int. gtd. 5s, 1908	111½	Jun 28	107¾	Apr 27	108½	July 28	108	
Do., 2d 5s, 1913	111	Feb 17	105	Apr 16	110	July 30	108¾	110
Do., do., registered					106	Jan 30, 97		
Cent. RR. & Bkg. Co. of Ga. col. g. 5s, 1937	93½	Feb 16	87	Apr 21	92½	June 30		
Cent. of Ga. RR. 1st g. 5s, 1945	119½	Jan 18	114	Mar 25	114½	June 3		
Do., con. g. 5s, 1945	92½	Jan 22	84¾	Apr 29	89½	July 30	89	89½
Do., 1st pf. inc. g. 5s, 1945	44½	Jan 6	36	Mar 25	39½	July 28		39
Do., 2d pf. inc. g. 5s, 1945	15½	Jan 6	10½	Jul 28	12	July 27		
Do., 3d pf. inc. g. 5s, 1945	8½	Jan 21	4½	Jul 28	4½	July 28		
Do., Macon & Nor. Div. 1st g. 5s, 1946	92	Jan 6	92	Jan 6	92	Jan 6		
Do., Mobile Div. 1st g. 5s, 1946	90	Jul 6	95¾	Jan 19	89	July 6		
Cent. of New Jersey 1st con. 7s, 1899	104¾	Feb 2	103	Jul 19	103	July 19	102¾	
Do., 1st conv. 7s, 1902					113½	Dec 3, 97		
Do., conv. deb. 6s, 1908	110½	Feb 15	110	Jul 21	110	July 21		
Do., gen. g. 5s, 1987	115	Jun 30	109½	Apr 27	112½	July 29	112½	
Do., do., registered	114¾	Feb 14	108¾	Apr 26	110½	July 26	111	
Lehigh & Wilkes Coal con. ass. 7s, 1900	103½	Feb 18	99½	May 25	100¾	July 29	100¾	101
Do., 5s, 1912	93	Feb 18	90	Jan 5	91	July 20		
Am. Dock & Imp. Co. 5s, 1921	116	Mar 4	110	Apr 26	115	June 23		
N. J. Southern int. gtd. 6s, 1899					104	No 12, 97		
Cent. Pac. g. 6s, 1898, Speyer certs.	103	Jan 18	103	Jan 18	103	Jan 18		
Do., ext. g. 5s, Series A, B, C, D, 1898	103½	Feb 23	103	Feb 18	103	Feb 24		
Do., ext. g. 5s, Series E, 1898	102	Feb 21	102	Feb 21	102	Feb 21		
Do., Speyer & Co. ctfs. dep. E, 1900	102	Jul 14	101¾	May 5	102	July 14		
Do., San Joaquin Br. g. 6s, 1900	105	Feb 23	102½	Jun 17	102½	June 17		
Do., gtd. g. 5s, 1939					84½	Sept., 96		
Do., land grant g. 5s, 1900	100½	Feb 23	100	Feb 23	102	Mar 19		
Do., C. & O. Div. ext. g. 5s, 1918	101	Jan 18	101	Jan 18	101	Jan 18		
Western Pacific g. 6s, 1899	104	Jun 29	101	Mar 17	104	June 29		
North. Ry of Cal. 1st gtd. g. 6s, 1907					98	Aug 6, 97		
Do., gtd. g. 5s, 1938	102¾	Jul 30	100	Jan 6	102¾	July 30		
Cent. Wash. Tr. Co. ctfs., 1st g. 6s, [illegible]	[illegible]	Feb 3	40	Feb 3	40	Feb 3		
Ches. & Ohio pur. mon. fund. 6s, 1898	101½	Jan 7	101½	Jan 7	101½	Jan 7		
Do., 6s, Series A, 1908	[illegible]	Feb [illegible]	[illegible]	Jun [illegible]	119	July [illegible]	[illegible]	
Do., g. 6s, 1911	[illegible]	Jan [illegible]	[illegible]	Apr [illegible]	120	July [illegible]	[illegible]	
Do., 1st con. g. 5s, 1939	[illegible]	Feb 11	111	May 2	114¾	July [illegible]	[illegible]	[illegible]
Do., do., registered	[illegible]	Jan [illegible]	113	Jan [illegible]	114	[illegible]		
Do., gen. g. 4½s, [illegible]	[illegible]	Jun [illegible]	[illegible]	Mar [illegible]	[illegible]	July [illegible]		
Do., R. & A. Div. 1st con. g. [illegible]	[illegible]	[illegible]	[illegible]	Apr [illegible]	[illegible]	July [illegible]		
Do., do., 2d con. g. 4s, [illegible]	[illegible]	[illegible]	[illegible]	Jul [illegible]	[illegible]	July [illegible]		
Do., Craig Valley 1st g. 5s, [illegible]	[illegible]	[illegible]	[illegible]	May [illegible]	[illegible]	July [illegible]		
Eliz., Lex. & Big Sandy gtd. g. 5s, [illegible]	[illegible]	[illegible]	[illegible]	Apr [illegible]	[illegible]	July [illegible]		
Chi. & Alton sink. fd. g. 6s, [illegible]	[illegible]	Apr 21	112½	Feb 7	[illegible]	Apr 21		
Louisiana & Mo. River 1st 7s, 1900	111	Jan 7	107	Mar 23	108	June 15		
Do., 2d 7s, 1900	107	Jul 20	107	Jul 20	107	July 20		
St. L., Jacksonv. & C. 2d gtd. 7s, 1898					104½	Mr 25, 97		
Miss. Riv. Bdge. 1st sk. fd. g. 6s, 1912					105½	Oct., 95		
Chi., Bur. & Northern 1st 5s, 1926	110½	Jul 30	105	Mar 25	110½	July 30	110½	111
Chi., Bur. & Quincy con. 7s, 1903	118	Jun 29	113½	Apr 20	115½	July 30	115	117
Do., sinking fund 5s, 1901	107	Feb 24	104½	Jul 11	104¾	July 22		
Do., debenture 5s, 1913	109	Feb 7	104¾	May 16	107½	July 7		107½
Do., convertible 5s, 1903	112¾	Jul 13	104½	Mar 25	112¾	July 19	111½	112½
Do., Iowa sink. fund 5s, 1919	109½	Feb 17	109½	Feb 17	109½	Feb 28		
Do., do., do., 4s, 1919	104	Feb 4	98	Apr 4	101½	July 22		
Do., Denver Div. 4s, 1922	101½	Jan 7	97	Apr 1	99¾	June 17		
Do., 4s, 1921	100	Jun 9	99	Jun 15	99	June 15		
Do., Chi. & Iowa Div. 5s, 1905					107½	Jan., 96		
Do., Nebraska extension 4s, 1927	100¼	Jul 27	95	Mar 25	100¼	July 27	99¾	100⅛
Do., do., registered	97½	Mar 19	97	May 9	97	May 9		
Hannibal & St. Joseph con. 6s, 1911	123	Jan 20	119	Mar 9	120	June 11		
Chi. & East. Ill. 1st sink. fd. cur. 6s, 1907	116½	Feb 3	114½	Jul 15	114½	July 15		
Do., 1st con. g. 6s, 1934	130	Jan 3	122	Apr 19	122	Apr 19	128	
Do., gen. con. 1st 5s, 1937	108½	Jun 10	101¼	Jan 11	108	July 29		
Do., do., registered	106¼	Jun 7	101	Jan 4	106¼	June 7	107	108
Chi. & Ind. Coal Ry 1st 5s, 1936	109	Feb 11	100¼	Jan 14	102½	July 29		
Chicago, Indianapolis & Louisville—								
Louisv., New Alb. & Chi. 1st 6s, 1910	115½	Jun 10	112	Feb 25	115½	June 10		
Chi., Ind. & Louisv. refdg. g. 5s, 1947	90	Jun 24	80	Mar 12	90	July 25	91	93
Do., refunding g. 6s, 1947	105½	Jul 29	90	Mar 29	105½	July 29	105½	106½
Chicago, Milwaukee & St. Paul—								
Mil. & St. P. 1st 7s, $ gold, R.D., 1902	143	Feb 10	140	Jan 29	142	May 16		
Do., 1st Iowa & D. 7s, 1899	145	Jul 19	137½	Jan 3	145	July 19		
Do., 1st C. & M. 7s, 1903	144	Feb 16	140	Jan 13	141	Apr 6		
Chi., Mil. & St. Paul con. 7s, 1905	145½	Jun 28	138	Jan 4	145	July 19		
Do., 1st I. & D. ext. 7s, 1908	145½	Jul 21	139¼	Jan 5	145½	July 21		
Do., 1st Southwest. Div. 6s, 1909	118¾	Jan 19	116	May 13	117½	May 23	117	120
Do., 1st LaC. & Dav. 5s, 1919	110	Mar 14	110	Mar 14	110	Mar 14		
Do., 1st So. Minn. Div. 6s, 1910	121	Feb 8	114½	Apr 20	118¾	July 28	117½	120
Do., 1st H. & D. Div. 7s, 1910	130½	Jan 13	128¼	Jun 4	128½	July 27	128	130
Do., do., 5s, 1910					109	Oct 5, 97		
Do., Chi. & Pac. Div. 6s, 1910	121	Jan 28	118	Mar 11	118½	July 19	117¾	120
Do., 1st C. & Pac. W. g. 5s, 1921	117½	Jun 28	111	Apr 26	116½	July 29	115¾	116½
Do., Chi. & Mo. Riv. Div. 5s, 1926	117	Feb 10	110⅝	May 23	113¾	July 23		
Do., Mineral Point Div. 5s, 1910	110	Jan 17	107	Jan 5	109½	Apr 16		
Do., C. & Lake Sup. Div. g. 5s, 1921	113½	Mar 2	112	Apr 21	112	Apr 21		
Do., Wis. & Min. Div. g. 5s, 1921	115½	Feb 11	111	Apr 29	111½	July 1	114	117
Do., terminal g. 5s, 1914	115	Feb 7	111	Apr 1	113	July 18		
Do., Far. & So. assu. g. 6s, 1924	127½	Jan 27	127½	Jan 5	127½	Jan 27		
Do., con. sk. fd. 5s, 1916					106½	Jly 9, 97		
Do., Dak. & Great So. g. 5s, 1916	114	Jun 21	109	Apr 7	114	June 21		
Do., gen. g. 4s, Series A, 1989	107	Feb 4	102	May 8	106	July 27	105½	106
Do., do., registered	105½	Feb 19	104¾	Feb 1	105½	Feb 19		
Mil. & North. 1st, main line 6s, 1910	122½	Jan 19	120	Mar 15	120	Mar 18		
Do., 1st con. 6s, 1913	123	Feb 7	117	Apr 30	120	June 9		
Chicago & Northwestern con. 7s, 1915	145	Jan 10	138	May 6	142¾	July 8	143	145½
Do., gold 7s, 1902	116½	Feb 15	113	Apr 27	114	July 25	114¼	
Do., do., registered	116½	Feb 15	112¼	May 27	114½	July 29	114¼	
Do., sinking fund 6s, 1879-1929	118½	Mar 10	113¾	Jun 2	116¾	July 13	116	119
Do., do., registered	115	Jul 13	114	Jun 14	115	July 13		
Do., sinking fund 5s, 1879-1929	111½	Feb 2	106	Apr 2	108	July 11	108	111
Do., do., registered	107½	Jul 13	107½	Jul 13	107½	July 13		
Do., sinking fund deb. 5s, 1933	119	Feb 2	114	May 23	116¾	June 29	117¾	119½
Do., registered	119	Feb 21	117	Mar 8	117	Mar 8		
Do., debenture 5s, 1909	110½	Feb 9	107½	May 18	110	July 18	109	110
Do., do., registered	109½	Mar 19	109½	Mar 19	109½	Mar 19		
Do., debenture 5s, 1921	112	May 11	111	May 9	112	May 11	114¾	116
Do., do., registered	117¾	Feb 7	117¾	Feb 7	117¾	Feb 7		
Do., extension 4s, 1886-1926	107	Feb 4	104	Mar 8	105½	June 24	105½	107½
Do., registered	103	Jun 10	103	Jun 10	103	June 10		
Do., gen. 3½s, 1987	102¾	Jul 27	99	May 16	102¾	July 27		
Escanaba & Lake Sup. 1st 6s, 1901	107½	May 26	106	Apr 21	107½	May 26		
Chicago & Milwaukee 1st 7s, 1898	102½	Apr 12	101½	Jan 8	102½	Apr 12		
Winona & St. Peters 2d 7s, 1907					127	Au 17, 96		
Milwaukee & Madison 1st 6s, 1905	117	Jan 12	117	Jan 12	117	Jan 12		
Ottumwa, C. F. & St. P. 1st 5s, 1909	109	Mar 3	109	Mar 3	109	Mar 3		
Northern Illinois 1st 5s, 1910	105	Apr 22	105	Apr 22	105	Apr 22		
Mil., L. S. & West. 1st g. 6s, 1921	137	Jan 6	132½	May 21	135½	July 23	135	
Do., conv. deb. g. 5s, 1907					105½	Fe 24, 97		
Do., ext. & imp. sk. fd. g. 5s, 1929	117½	Feb 24	113½	May 26	115½	June 6	117	
Do., Michigan Div. 1st g. 6s, 1924	134	Mar 22	133	Mar 22	134	Mar 22	131½	
Do., Ashland Div. 1st g. 6s, 1925	135	Feb 26	133	May 19	133	May 19	131½	
Do., incomes, 1911	113	Apr 21	112	Apr 26	112	Apr 26		
Chicago, Rock I. & Pacific 6s, 1917	132	Apr 21	129¾	Jul 28	129¾	July 28	128	
Do., do., registered	131¼	Jan 29	128	Apr 2	129	July 10		
Do., debenture 5s, 1921	107½	Feb 2	104¾	Mar 25	107	July 22	107	
Do., gen. g. 4s, 1988	105¾	Jun 29	102½	May 7	104½	July 30	104	104½
Do., do., registered	103¼	May 11	103¼	May 11	103¼	May 11		
Des Moines & Ft. Dodge 1st 4s, 1905	92	Feb 4	85	Jan 15	92	Feb 14		
Do., 1st 2½s, 1905	70½	Feb 11	69¼	Jan 10	70	Feb 28		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	July [illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	July [illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	July [illegible]		
[illegible]					[illegible]	[illegible], 97		
Do., gen. g. 6s, [illegible]	[illegible]	Feb 17	[illegible]	[illegible]	[illegible]	July [illegible]		
[illegible]	[illegible]	Feb 7	[illegible]	Mar [illegible]	[illegible]	July [illegible]		
Chi. & West. Mich. Ry 5s, [illegible]					[illegible]	Nov., 96		
Cin., Ham. & Dayton con. s. f. 7s, [illegible]					[illegible]	Oct [illegible], 97		
Do., 2d g. 4½s, 1937					[illegible]	Mr [illegible], 97		
Cin., Day. & Ironton 1st gtd. g. 5s, 1941	[illegible]	Feb 11	107½	May 16	[illegible]	July [illegible]		
City & Sub. Ry Balt. 1st g. 5s, 1922					[illegible]	Apr., 95		
Clev. & Can. Tr. Co. cts. for 1st 5s, 1917	[illegible]	Feb 4	[illegible]	May [illegible]	[illegible]	June 10		
Clev., Cin., Chi. & St. L. gen. g. 4s, [illegible]	[illegible]	May [illegible]	[illegible]	May [illegible]	[illegible]	June [illegible]		
Do., Cairo Div. 1st g. 4s, [illegible]	[illegible]	Jan [illegible]	[illegible]	Jun [illegible]	[illegible]	Jun [illegible]		
St. Louis Div. 1st col. trust g. 4s, [illegible]	[illegible]	Feb [illegible]	[illegible]	May [illegible]	[illegible]	July [illegible]		[illegible]
Do., do., registered	[illegible]	Mar [illegible]	90	Mar [illegible]	[illegible]	Mar [illegible]		
Spring. & Col. Div. 1st g. 4s, [illegible]					[illegible]	Oct., 95		
White W. Val. Div. 1st g. 4s, [illegible]	[illegible]	Jan [illegible]	[illegible]	Jun 12	[illegible]	June 12		
Cin., Wab. & Mich. Div. 1st g. 4s, [illegible]	[illegible]	Mar 9	89	Feb 23	90	Apr 12		[illegible]
Cin., Ind., St. L. & C. 1st g. 4s, [illegible]	[illegible]	Feb 11	[illegible]	May 17	[illegible]	May [illegible]	101	
Do., con. 6s, 1920					100	Nov., 94		
Cin., San. & Clev. con. 1st g. 5s, [illegible]					[illegible]	Oct 7, 97		
Ind., Bloom. & West. 1st pf. 7s, [illegible]					107½	Fe [illegible], 97		
Peoria & Eastern 1st con. 4s, 1940	[illegible]	Jul [illegible]	70	Mar 14	77½	July 26	76	[illegible]
Do., income 4s, [illegible]	[illegible]	Jun 22	14	May 7	16½	July 30		
C., C., C. & Ind. 1st sk. fd. 7s, [illegible]	[illegible]	Mar 5	103	May 9	[illegible]	July [illegible]		
Do., con. 7s, 1914	137	Jan 17	131½	Jun 4	[illegible]	July [illegible]		
Do., gen. con. g. 6s, 1934	127½	May 11	127½	May 11	127½	May 11		
Cin. & Sprd. 1st M. C. C. C. & I. 7s, 1901					107½	Oct 16, 97		
Clev., Lor. & Wheel. 1st con. g. 5s, 1933	106	May 10	100	Mar 15	106	May 10		
Clev. & Mahoning Val. g. 5s, 1938					120½	July, 96	119	
Colorado Midland Ry 1st 2-3-4s, 1947	60	May 5	56	May 20	56½	July 27	56½	57½
Col., Hock. Val. & Tol. con. g. 5s, 1931					69½	My 15, 97		
Do., J.P.M. & Co. eng. cts. $25 paid	80	Jun 29	70½	Apr 21	79	July 29	78½	79
Do., gen. g. 6s, 1904	61	Feb 14	54	Jan 11	61	Feb 14	59	60
Con. & Passumpsic Riv. 1st g. 4s, 1943					103	Dec., 95		
Del., Lack. & West. 7s, 1907	123	Jan 18	122	Apr 4	122	Apr 4		
Syra., Bing. & N. Y. 7s, 1906	128	Jul 22	125½	Jan 3	128	July 23		
Morris & Essex 1st 7s, 1914	144	Jan 4	137½	May 21	140	July 18		
Do., 7s, 1900					109	No 23, 97		
Do., 7s, 1871-1901	113½	Feb 28	107	Apr 21	110½	June 30		
Do., 1st con. gtd. 7s, 1915	142½	May 26	136	Apr 18	139	June 30		
Do., registered					138	July, 92		
N. Y., Lack. & West. 1st 6s, 1921	138¾	Jan 20	136¾	July 8	136¾	July 8		
Do., construction 5s, 1923					118½	No 17, 97		
Warren 2d 7s, 1900					112	May, 94		
Del. & Hud. 1st Penn. Div. 7s, 1917	143	May 7	143	May 7	143	May 7		
Do., do., registered					143	May 4, 97		
Alb. & Sus. 1st con. gtd. 7s, 1906	125¼	Jan 25	120½	May 6	123½	July 23	122¼	
Do., g. 6s, 1906	118½	Jan 27	110	Apr 21	115	June 21	115¾	117
Do., do., registered					116½	Mr 22, 97	114½	
Ren. & Saratoga 1st 7s, 1921					148½	Au 18, 97		
Do., do., registered	145	Feb 18	141	May 6	141	May 6	142	
Den. & Rio Gr. 1st con. g. 4s, 1936	95¾	Feb 2	89	Apr 8	95¼	July 29	95¼	95½
Do., 1st g. 7s, 1900	110½	Feb 11	108	Apr 5	110	July 28	110	
Do., improvement g. 5s, 1928	94½	Jul 25	85½	Jan 3	94½	July 26		
Des Moines Union 1st g. 5s, 1917	100	Mar 30	97	Jan 6	99¾	June 6	97	
Det., Mack. & Mar. ld. gt. 3½s, Ser. A, 1911	17½	Jan 12	16¼	Jun 8	17½	July 27	16	17
Duluth & Iron Range 1st 5s, 1937	107½	Mar 9	104	Jan 8	106	July 27		
Duluth, Red Wing & So. 1st 5s, 1928	92¼	Feb 11	92¼	Feb 11	92¼	Feb 11		
Duluth, So. Shore & Atlantic g. 5s, 1937	107	Mar 8	101	May 2	107	June 8		
Erie 1st ext. g. 4s, 1947	116	Feb 2	112½	Jan 4	113	July 26		
Do., 2d ext. g. 5s, 1919	117½	Jun 7	116½	May 20	117½	June 7	119½	
Do., 3d ext. g. 4½s, 1923	111½	Jun 3	108	Apr 11	111½	June 27		
Do., 4th ext. g. 5s, 1920	118	Jun 7	113	May 28	117	June 28		
Do., 5th ext. g. 4s, 1928	105	May 23	104½	Feb 21	104½	June 3		
Do., 1st con. g. 7s, 1920	147¾	Feb 11	138	May 6	143	July 19		
Do., 1st con. g. fund. 7s, 1920	143	Jan 13	140	May 27	141	June 25		
Long Dock con. g. 6s, 1935	139	Feb 25	133½	Apr 12	137	July 7		
Buffalo, N. Y. & Erie 1st 7s, 1916	133	Jun 6	133	Jun 6	133	June 6		
Jefferson R.R. 1st gtd. g. 5s, 1909	106	Feb 11	106	Feb 11	106	Feb 11	104	
Chicago & Erie 1st g. 5s, 1982	113	Feb 10	108	May 2	111½	July 7		
N. Y., L. E. & W. 1st cur. 6s, 1913					102	Aug., 96		
N. Y. & Greenw'd Lake gtd. g. 5s, 1946					105½	Oct 2, 97		
Erie R.R. 1st con. g. 4s, prior bds., 1996	93	Feb 7	84¾	Apr 26	91½	July 29	91½	92
Do., 1st con. gen. lien g. 4s, 1996	75	Jun 8	66	Apr 28	73½	July 29	73	73¾
N. Y., Sus. & W. 1st refdg. 5s, 1937	108¾	Feb 11	99	Apr 27	105	July 25		
Do., 2d g. 4½s, 1937	92	Jul 14	84¾	Jan 6	92	July 15		
Do., gen. g. 5s, [illegible]	93	Feb 7	83	Apr [illegible]	[illegible]	July [illegible]		
Do., terminal 1st g. 5s, [illegible]	111½	Jan 28	109¾	Jul [illegible]	[illegible]	July [illegible]		
Wilk. & East. 1st gtd. g. 5s, [illegible]	101½	Feb 8	93½	Jan [illegible]	[illegible]	July [illegible]	[illegible]	
Midland R. of N. J. 1st g. 6s, [illegible]	121	Jan 4	116	Apr [illegible]	[illegible]	July [illegible]		
[illegible]					[illegible]	No 10, 97		
[illegible]	118	Jun 24	112	May 20	114	July [illegible]	114	
Do., 1st gen. g. 5s, 1942	88½	May 31	82	Apr 13	84	July 22		
Do., Mt. Vernon 1st g. 6s, 1923					110	May, 93		
Do., Sul. Co. Brch. 1st g. 5s, 1930					110	Sept., 91		
[illegible] & Ind. 1st con. gtd. g. 6s, 1926	78	Feb 14	77½	Feb 16	77½	Feb 16		
Flint & Pere Marq. g. 6s, 1920	117	Feb 9	110	May 2	117	July 29	114	
Do., 1st con. g. 5s, 1939	95	Feb 8	85	Apr 29	93	July 15		94
Do., Pt. Huron d. 1st g. 5s, 1939	92½	Mar 4	83	Jan 5	92	July 29	92	
Fla. Cent. & Peninsular 1st g. 5s, 1918					103	Au 14, 97		
Do., con. g. 5s, 1943					80½	May, 96		
Fort St. Un. Depot Co. 1st g. 4½s, 1941	105	Mar 11	105	Mar 11	105	Mar 11		
Ft. Worth & Den. City 1st g. 4-6s, 1921	75½	Jun 29	65	Mar 17	73½	July 29	73½	74
Ft. Worth & Rio Gr. 1st g. 3-4s, 1928	61½	Jul 28	54½	Jan 5	61⅝	July 30	61	62
Gal., H. & H. 1st 5s, 1913	92½	Jun 10	88¾	Jan 26	92	July 27		
Georgia & Ala. Ry 1st pf. g. 5s, 1945	88	Jul 18	88	Jul 18	88	July 18		
Ga., Car. & North. 1st gtd. g. 5s, 1929	92	Jul 8	92	Jul 8	92	July 8		
Green Bay & West. deb. certs., A	49	Jan 27	40¼	Jun 23	44¾	July 23		
Greeen Bay & West. deb. certs., B	6½	Jan 26	3½	Jul 9	5	July 25		
Houston, E. & W. Texas 1st g. 5s, 1933	94	Jul 28	88	Jun 9	93¾	July 29		
Illinois Central 1st g. 4s, 1951	115	Mar 10	113½	Feb 14	115	Mar 10		
Do., do., registered	109½	Jul 28	108½	Jun 2	109½	July 28		
Do., 1st g. 3½s, 1951	105	Mar 16	105	Mar 16	105	Mar 16		
Do., registered	102½	Apr 15	101	Apr 24	102½	Apr 15		
Do., g. 4s, 1952	104	Jul 8	100	May 6	104	July 8		
Do., do., registered	103	Jan 25	103	Jan 25	103	Apr 15		
Do., g. 4s, 1953	102¼	Feb 2	97½	Apr 29	102¼	July 29		
Do., 2-10s, g. 4s, 1904					100½	Jan 4, 97		
Do., Western Line 1st g. 4s, 1951	105	Jan 28	101	May 20	105	July 28		
Do., Louisville Div. g. 3½s, 1953	94½	Jul 12	92⅝	Jul 12	93¼	July 29		
Do., Cairo Bridge g. 4s, 1950					102½	Sept., 96		
Do., Middle Div. registered 5s, 1921					116½	Aug., 95		
Do., St. Louis Div. g. 3s, 1951							79	
Do., St. Louis Div. 3½s, 1951	93½	Jul 29	92⅞	Jul 29	93½	July 29		
Chi., St. L. & New Orl. g. 5s, 1951	123¼	Feb 15	115½	Apr 23	121½	July 8		
Do., registered					118¼	Apr 1, 97		
Do., Memphis Div. 1st g. 4s, 1951	103½	Jan 24	103½	Jan 24	103½	Jan 24		
St. L., A. & T.H. 1st & ter. g. 5s, 1914					105	De 28, 97		
Belleville & Carodt. 1st 6s, 1923					115	Ja 22, 96	113	
St. Louis South. 1st gtd. g. 4s, 1931					90	No 12, 97	92	
Ind., Dec. & Wn. 1st g. 5s, 1935	104	Jan 10	97	May 2	100¼	July 7	101½	102
Ind., Illinois & Iowa 1st g. 4s, 1939	88	Jan 4	86	Jan 22	86	Jan 22	88	
Do., 1st ext. g. 5s, 1943					94¼	Nov., 95		
Int. & Gt. North. 1st g. 6s, 1919	123¼	Jan 13	116	May 6	120	July 22	119	121
Do., 2d g. 5s, 1909	90	Feb 3	78	Mar 23	86	July 22	86½	89
Do., 3d g. 4s, 1921	60	Feb 7	44	Jan 14	58	July 28	58	59
Iowa Central 1st g. 5s, 1938	103½	Feb 19	97	Mar 26	101½	July 29	101½	102
K. C., P. & Gulf 1st & col. g. 5s, 1923	81¾	Feb 14	65	Apr 26	72⅞	July 30		
Kings Co. El., Ser. A, 1st g. 5s, 1925	59	Jul 8	40	Apr 28	56	July 30		
Fulton El. 1st gtd. g. 5s, Ser. A, 1929	49	Jul 9	35	Mar 11	49	July 9		
Lake Erie & West. 1st g. 5s, 1937	117¼	Feb 9	115	May 10	116	May 20		
Do., 2d g. 5s, 1941	104½	Jun 10	95	Apr 29	102	July 29	101	102
Northern Ohio 1st gtd. g. 5s, 1945	102	Jun 4	100½	Jan 6	102	June 4		
Lake Shore & Michigan Southern—								
Detroit, Mon. & Tol. 1st 7s, 1906	121	Apr 28	121	Apr 28	121	Apr 28		
Lake Shore Div. 7s, 1899	106½	Feb 11	106	Jan 14	106	Feb 15		
Do., con. 1st 7s, 1900	110	Mar 9	107	Apr 5	109	May 25	105¾	
Do., do., registered	109⅝	Feb 9	105¼	Jun 30	105½	July 19	105¼	106
Do., con. 2d 7s, 1903	120½	Feb 23	115¾	Jun 16	115¾	June 30		
Do., do., registered	119¼	Mar 1	115¾	Jun 16	115¾	June 16		
Do., g. 3½s, 1997	106¾	Jan 18	102	Apr 7	104¼	July 29		
Do., do., registered	106	Feb 21	103	Mar 29	103	Mar 29		
Cin. & Sp. 1st gtd., L. S. & M. 7s, 1901					108¼	Dec 1, 97		
Mahoning Coal R.R. 1st 5s, 1934					125	Dec 9, 97		
Leh. Val. N. Y. 1st gtd. g. 4½s, 1940	104¾	Feb 17	99	Apr 29	101¼	July 25		
Leh. Val. Ter. Ry 1st gtd. g. 5s, 1941	112½	Feb 16	107	Apr 20	112	July 28		
Do., do., registered					110	No 26, 97		
Leh. Val. Coal Co. 1st gtd. g. 5s, 1933	92½	Mar 22	92½	Mar 22	92½	Mar 22		
Leh. & N. Y. 1st gtd. g. 4s, 1945	92	Feb 18	92	Feb 18	92	Feb 23	91	
El., Cor. & Nor. g. 1st pf. 6s, 1914					90½	Feb., 93		
Do., g. gtd. 5s, 1914					101	Sep 16, 97		
Litch., Car. & W. 1st g. 6s, 1916					95	Feb., 93		
L., R. & M. Tr. Co. cts. for 1st g. 5s, 1937					25	Apr., 96		
Long Island 1st con. g. 5s, 1931	120	Feb 2	117	May 13	119½	June 28		
Do., 1st consol. g. 4s, 1931							100	
Do., gen. g. 4s, 1938	90	Jun 11	85¼	Jan 12	90	June 23	86	
Do., ferry g. 4½s, 1922	90	Jan 31	86¾	Apr 1	86¾	Apr 6	86	
N. Y. & Rockaway B. 1st g. 5s, 1927					100	My 25, 97		
Do., 2d income, 1927					40	Mar., 96		
N. Y., B. & Man. B. 1st con. g. 5s, 1935					107½	De 15, 97		
L. I., N. Sh. 1st con. gtd. g. 5s, 1932					103½	June, 95		
L., E. & St. L. 1st con. g. 5s, 1939, t. r.	36	Jun 10	32	Jan 6	33½	June 21		
Do., gen. g. 4s, 1943					9½	Au 21, 97		
Louisv. & Nashv., Cecilian Br. 7s, 1907					106	No 11, 97	106	
Do., N. O. & Mobile 1st g. 6s, 1930	124¼	May 31	120⅝	Jan 6	121½	July 25	118	
Do., do., 2d g. 6s, 1930	107½	Feb 2	106	Jul 19	106	July 19	106½	110
Do., E. H. & Nashville 1st g. 6s, 1919	117	Feb 9	113	Mar 29	118¼	June 29	113	115
Do., gen. g. 6s, 1930	120½	May 27	116½	Apr 21	118	July 21	120	
Do., Pensacola Div. g. 6s, 1920					103½	Sep 24, 97		

	Range for Year 1898. Highest.		Lowest.		Last Sale.		Bid.	As'd.
Do., St. Louis Div. 1st g. 6s, 1921	..	....	..	....	121	Jly 12,97	..	..
Do., do., 2d g. 3s, 1980	..	....	..	....	67	May, 95	..	..
Do., Nashville & Dec. 1st 7s, 1900	105	Jul 1	105	Jul 1	105	July 30	..	..
Do., sk. fd. (S. & N. Ala.) g. 6s, 1910	..	....	..	....	94¼	Jan., 92	..	..
Do., gold 5s, 1937	104½	Feb 8	100½	May 6	104	July 15	..	..
Do., unified g. 4s, 1940	91½	Feb 11	83	Apr 25	88¾	July 30	88¼	89
Do., Pens. & Atl. 1st gtd. g. 6s, 1921	109	Jan 8	99	Apr 21	105	June 25	..	..
Do., collateral trust g. 5s, 1931	106¾	Feb 24	101½	Apr 6	106	June 8	..	..
Do., Mob. & Mont. 1st g. 4½s, 1945	109½	Jul 18	108	May 5	109½	July 18	..	..
N., F. & S. 1st gtd. g. 5s, 1937	98	Jul 26	87½	Apr 5	98	July 26	..	..
South & North A. con. gtd. g. 5s, 1936	101	Jun 2	94	Feb 5	100¾	July 18	..	..
Kentucky Central g. 4s, 1987	91	Feb 14	85	Apr 12	90	July 21	..	..
Louis. Railway Co. 1st con. g. 5s, 1930	109	Mar 19	108	Mar 9	109	Mar 19	..	..
L. & N. L., C. & Lex. g. 4½s, 1931	108	Jan 18	108	Jan 18	108	Jan 18	..	..
Manhattan R'way con. g. 4s, 1990	98½	Jan 13	90	Apr 23	96½	July 29	96	96½
Met. Elevated 1st g. 6s, 1908	119½	Feb 8	114½	Apr 6	116	July 6	..	..
Do., 2d 6s, 1899	105	Jan 26	101	May 5	102¾	July 19	..	..
Metro. St. Ry gen. cl. tr. g. 5s, 1997	116¼	Jan 14	108½	Apr 28	115½	July 28	116¾	117
B'way & 7th Av. 1st con. g. 5s, 1943	122½	Jan 14	114½	Apr 25	120	July 21	..	..
Col. & 9th Av. 1st gtd. g. 5s, 1993	122¾	Jan 14	116	Apr 21	121	July 30	121	121½
Lex. Av. & Pav. F. 1st gtd. g. 5s, 1993	123¾	Jan 12	117	Mar 12	120	July 1	121½	..
Mexican Central con g. 4s, 1911	68	Feb 10	63	Apr 25	63	Apr 25	..	..
Do., 1st con. income g. 3s, 1939	..	....	..	....	39	Apr., 90	..	..
Do., 2d con. income g. 3s, 1939	..	....	..	....	11½	Sep 16,96	..	..
Mexican Inter. 1st con. g. 4s, 1977	76¾	Jul 27	70¾	Feb 10	76¾	July 30	..	..
Mexican National 1st g. 6s, 1927	..	....	..	....	90	Mar., 96	..	..
Do., 2d income g. 6s, A, 1917	..	....	..	....	42¾	No 12, 96	..	..
Do., 2d income g. 6s, B, 1917	..	....	..	....	13	Jly 9, 97	..	..
Mexican Northern 1st g. 6s, 1910	..	....	..	....	100	Ja 30, 97	97	..
Michigan Central 1st con. 7s, 1902	123	Jan 28	110	May 16	114¼	July 22	..	..
Do., 1st con. 5s, 1902	106¾	Feb 1	102½	May 25	102½	May 25	..	..
Do., 6s, 1909	122	Feb 25	122	Feb 25	122	Feb 25	..	..
Do., 5s, 1931	127	Jan 10	121	Apr 26	121¼	June 21	..	..
Do., do., registered	125½	Jan 20	125½	Jan 20	125½	Jan 20	..	..
Do., 4s, 1940	106	Feb 25	106	Feb 25	106	Feb 25	..	..
Minneapolis & St. Louis 1st g. 7s, 1927	..	....	..	....	143	Jly 22,97	140	..
Do., 1st con. g. 5s, 1934	108¼	Feb 1	100½	Apr 26	106⅞	July 18	..	..
Do., Iowa ext. 1st g. 7s, 1909	..	....	..	....	127	No 22, 97	..	..
Do., Southwest. ext. 1st g. 7s, 1910	..	....	..	....	129	May, 96	..	..
Do., Pacific ext. 1st g. 6s, 1921	..	....	..	....	121¼	Au 31, 97	..	..
Mo., K. & T. 1st g. 4s, 1990	91¾	Feb 4	82¾	Apr 25	89½	July 29	..	..
Do., 2d g. 4s, 1990	67½	Jan 27	57	Mar 25	65¾	July 30	..	..
Do., 1st ext. g. 5s, 1944	83¾	Jan 28	83¾	Jan 28	83¾	Jan 28	..	88
Mo., K. & T. of T. 1st gtd. g. 5s, 1942	85½	Feb 18	80	Mar 12	84¾	July 29	..	..
Kansas City & Pac. 1st g. 4s, 1990	75	Jul 9	71	Jan 4	74	July 22	74½	76
Dallas & Waco 1st gtd. g. 5s, 1940	84¼	Feb 18	75	Apr 25	80	May 13	..	..
Mo. Kan. & East. 1st gtd. g. 5s, 1942	99½	Feb 14	93½	Apr 1	99½	July 28	..	..
Missouri Pacific 1st con. g. 6s, 1920	104¾	Jul 30	93	Mar 26	104¾	July 30	104¼	104¾
Do., 3d 7s, 1906	112	Jul 18	103½	Apr 26	110	July 26	109	112
Do., trust g. 5s, 1917	80	Jul 14	65½	Jan 19	79¼	July 30	79	80
Do., 1st col. g. 5s, 1920	77¾	Jul 27	60	Apr 28	77½	July 30	77	78
Pacific R. of Mo. 1st ext. g. 4s, 1938	108	Jan 31	100	May 3	103¾	July 8	..	..
Do., 2d ext. g. 5s, 1938	109	Jun 30	106¼	July 7	106¼	July 7	..	..
St. L. & I. Mt. 1st ext. 4½s, 1947	110½	Jan 7	107½	Feb 7	108	May 28	..	..
Do., 2d ext. g. 5s, 1946	107½	Jul 27	102½	May 5	107½	July 28	..	..
Do., Arkans. Br. ext. g. 5s, 1935	108	Feb 8	102	Mar 26	105¼	July 25	..	..
Do., gen. con. ry. & ld. grt. g. 5s, 1931	100½	Jul 22	86	Apr 6	99½	July 30	..	..
Do., gen. con. stpd. gtd. g. 5s, 1931	97	Jul 9	86	Feb 26	97	July 9	..	..
Mobile & Ohio new g. 6s, 1927	123	Feb 7	118½	May 24	121¼	July 29	120½	121½
Do., 1st extension g. 6s, 1927	..	....	..	....	119	Dec 6, 97	..	..
Do., gen. g. 4s, 1938	80¼	Feb 5	70	Apr 26	78	July 30	78	79
Montgomery Div. 1st g. 5s, 1947	100	Jul 9	97½	May 27	99⅝	July 22	101	..
St. Louis & Cairo gtd. g. 4s, 1931	..	....	..	....	84	April, 96	..	..
Nash., Chat. & St. L. 1st 7s, 1913	131½	May 28	128	Apr 4	128½	July 28	..	..
Do., 2d 6s, 1901	..	....	..	....	105¾	De 17, 97	..	..
Do., 1st con. g. 5s, 1928	105	Feb 10	100	Apr 8	103	July 30	..	..
Do., 1st 6s, McM., M. W. & Al., 1917	..	....	..	....	108	Mar., 96	113	115
No. O. & N. East. pr. lien 6s, 1915	..	....	..	....	108½	Aug., 94	..	..
N. Y. Cent. & H. R. 1st 7s, 1903	119½	Jun 23	113¼	Apr 21	116¾	July 28	115¾	..
Do., do., registered	118	May 31	113½	Apr 20	115½	June 29	115½	..
Do., debenture 5s of 1884-1904	112	Feb 23	103	Apr 21	110⅞	June 30	110⅞	..
Do., do., registered	111¾	Feb 8	106	Apr 1	110¾	July 15	110¾	..
Do., reg. debenture 5s of 1889-1904	108¾	Feb 19	108½	Feb 21	108½	Feb 21	110⅞	..
Do., debenture g. 4s, 1890-1905	105	Feb 9	102	Apr 9	104¼	June 30	104⅛	..
Do., do., registered	104¾	Feb 5	104¾	Feb 5	104¾	Feb 5	104⅛	..
Do., deb. certs., ext. g. 4s, 1905	105½	May 31	100½	May 6	104⅞	July 8	105	..
Do., registered	105	Feb 7	104	Mar 26	104⅞	June 30	105	..
Do., gold 3½s, 1997	107	Jun 28	105¼	Jul 22	105½	July 28	106	..
Do., do., registered	104⅞	Jul 6	104⅞	Jul 6	104⅞	July 6	105	..
Michigan Cent. col trust g. 3½s, 1998	95	Jul 30	91¼	Jun 23	95	July 30	94	95
Lake Shore col. g. 3½s, 1998	96½	Jul 29	94	Jun 23	96½	July 30	96¼	96¾
Do., registered	95	Jul 1	94¼	Jul 19	94½	July 19	..	..
West Shore 1st 4s, gtd., 2361	110½	Feb 17	102¾	Apr 25	109	July 29	108¾	110
Do., registered	110	Feb 7	101½	Apr 26	108¼	July 29	108¾	109¼
Beech Creek 1st gtd. g. 4s, 1936	..	....	..	....	108½	No 16, 97	..	..
Do., registered	106	Jun 17	106	Jun 17	106	June 17	..	..
Clearf. Bit. Coal gtd. g. 4s, Ser. A, 1940	95	Jul 27	95	Jul 27	95	July 28	..	..
Do., do., registered	..	....	..	....	104	Jly 24, 97	..	..
Harlem 1st 7s, 1900	109½	Feb 8	107½	May 25	107½	June 13	..	..
Do., do., registered	[illegible]	Jan 27	107½	Jan 3	107½	June 3	..	..
N. Jersey Junc. R. gtd. 1st 4s, 1986	..	....	..	....	[illegible]	May 1, 97	..	..
Rome, W. & O. con. 1st ext. 5s, 1922	122¼	Jul 27	[illegible]	May 13	[illegible]	July 27	[illegible]	..
Do., Ter. R. 1st gtd. 5s, 1918	..	....	..	....	[illegible]	Jan., 97	..	..
Oswego & Rome 2d gtd. g. 5s, 1915	..	....	..	....	[illegible]	Oct., 94	..	..
Utica & B. Riv. gtd. g. 4s, 1922	..	....	..	....	107½	Oct 14, 97	..	..
Mohawk & Malone 1st gtd. g. 4s, 1991	..	....	..	....	100	Mar., 96	..	..
New York & Northern 1st g. 5s, 1927	126	Feb 14	123	Jun 23	123	June 23	..	..
N. Y., Chi. & St. Louis 1st g. 4s, 1937	107½	Jan 12	100	Apr 21	105½	July 22	..	..
Do., do., registered	..	....	..	....	103	No 4, 97	..	..
N.Y., N.H. & H. 1st registered 4s, 1903	..	....	..	....	104½	Oct 7, 97	..	..
Do., con. deb. certs., $1,000	157½	Jun 9	145	Jan 6	157½	June 16	159	160
Do., do., small certs., $100	153	Jun 9	145	Jan 6	153	June 9	..	..
Housatonic con. g. 5s, 1937	..	....	..	....	123	Jun 16, 97	..	..
New Haven & Derby con. 5s, 1918	..	....	..	....	125½	Feb 6, 97	..	..
N. Y. & New England 1st 7s, 1905	119	Feb 11	119	Feb 11	119	Feb 11	..	..
Do., 1st 6s, 1905	113½	Jul 19	113½	Jul 19	113½	July 19	..	..
N. Y., Ont. & Wn. con. 1st g. 5s, 1939	109	May 31	106	Mar 7	106¾	July 28	106	106¾
Do., refunding 1st g. 4s, 1992	102¼	Feb 11	96	Mar 16	100¼	July 30	100	100½
Nor. Pac. 1st g. 6s, 1921	119¾	Feb 9	112	Mar 25	112½	July 13	..	..
Do., do., registered	119	Feb 11	112	Mar 28	116	June 4	..	..
St. Paul & Nor. Pac. gen. g. 6s, 1923	126	May 10	124	Jun 8	124	June 8	..	..
Do., do., registered certificates	127	Jun 27	124½	Jun 15	127	July 12	..	..
Nor. Pac. Ry pr. lien 4s, 1997	99¾	Jul 26	90⅛	Apr 21	99¾	July 30	99½	..
Do., registered	97½	Feb 7	93	Apr 6	93½	May 5	..	..
Do., gen. lien g. 3s, 2047	65¼	Jul 26	57	Apr 21	64¾	July 30	64½	65
Nor. Pac. Terminal Co. 1st g. 6s, 1933	113½	Jun 16	104	Jan 5	112	July 20	..	..
Norfolk & Southern 1st g. 5s, 1941	105	Mar 5	102	Jun 27	102	June 27	102	..
Norfolk & West. RR. gen. g. 6s, 1931	125½	Jan 17	120	Mar 15	121½	July 15	..	..
Do., New River 1st g. 6s, 1932	118	Mar 17	118	Mar 17	118	Mar 17	..	..
Do., improve. and ext. g. 6s, 1934	119¾	Jan 20	117	Feb 9	117	Feb 10	..	..
Col., Con. & Ter. 1st gtd. g. 5s, 1922	..	....	..	....	101	Fe 23, 97	..	..
Scioto V. & N. E. 1st gtd. g. 5s, 1989	89	July 9	82	Apr 14	89	July 9	..	..
Nor. & West. Ry 1st con. g. 4s, 1996	85	Feb 8	74¾	Apr 21	83½	July 30	83	83¼
Ogden. & L. Cham. 1st con. 6s, 1920	..	....	..	....	94	April, 96	..	..
Do., do., small	..	....	..	....	82	Feb., 87	..	..
Ohio River Railroad 1st g. 5s, 1936	102¼	Jan 26	102	Jan 12	102¼	Jan 26	..	..
Do., gen. g. 5s, 1937	..	....	..	....	85	De 16, 97	..	..
Ohio Southern 1st g. 6s, 1921	84¾	Feb 21	80	Jan 13	83½	July 27	..	..
Do., gen. g. 4s, 1921	15	Jan 20	10½	Jan 7	14½	Feb 11	..	..
Do., do., eng. Trust Co. certs.	14¾	Jan 20	10	Mar 31	10	June 9	..	..
Omaha & St. Louis 1st g. 4s, 1901	82	Jan 3	76	May 6	78½	July 15	..	..
Oreg. Imp. Co. 1st g. 6s, 1910	..	....	..	....	108	Sep 21, 97	..	..
Do., en. Trust Co. certs. of deposit	114	Jun 9	100½	Apr 25	114	June 22	..	..
Do., cons. 5s, tr. r., all in. paid	62½	Feb 15	49¾	Apr 28	61½	June 27	..	..
Ore, R. & N. 1st sk. fd. g. 6s, 1909	116	Jun 15	111	Apr 20	116	June 15	..	..
Ore. RR. & N. Co. con. g. 4s, 1946	97¼	Jul 28	89	Apr 28	97¼	July 30	..	..
Oregon Short Line 1st g. 6s, 1922	128	Jul 25	118	Apr 16	127½	July 28	128	..
Utah & Northern 1st 7s, 1908	121	Jun 14	121	Jun 14	121	June 18	..	..
Do., g. 5s, 1926	..	....	..	....	102	My 24, 97	..	..
Ore. Short Line 1st con. g. 5s, 1946	107	Jun 25	96	Apr 27	105	July 30	104	105
Do., non-cum. inc. A 5s, 1946	79½	Jul 29	58	Jan 5	79¼	July 29	79	80
Do., non-cum. inc. B and col. trust	57	Jul 26	39	Jan 4	56¾	July 29	..	..
Pacific Coast Co. 1st g. 5s, 1946	104	Jul 11	102	Jun 23	103¼	July 29	..	..
Panama sk. fd. sub. g. 6s, 1910	..	....	..	....	101½	Dec., 96	..	..
Penn. Co. gtd. 1st g. 4½s, 1921	114	Jan 26	108	Apr 21	113¾	July 26	113	..
Do., do., registered	110	July 8	110	July 8	110	July 8	..	..
P., C., C. & St. L. gtd. g. 4½s, 1940, Ser. A	113	Feb 8	109¼	May 13	110½	June 6	..	..
Do., do., Series B, gtd., 1942	113	Jan 21	108	May 6	111	June 28	..	..
Do., do., Series C, gtd., 1942	..	....	..	....	111	Jun 17, 97	..	..
Do., do., Series D, gtd. 4s, 1945	..	....	..	....	102	Oct 9, 97	..	..
Pitts., C. & St. L. 1st 7s, 1900	108	Jun 6	103¾	Mar 1	108	June 6	..	..
Do., do., registered	..	....	..	....	109¼	Ap 23, 97	..	..
Pitts., Ft. W. & C. 1st 7s, 1912	140¾	Jan 25	140	Jan 10	140¾	Jan 25	..	..
Do., 2d 7s, 1912	140	Jan 4	140	Jan 4	140	May 9	..	..
Do., 3d 7s, 1912	..	....	..	....	128	Aug., 96	..	..
C., St. L. & P. 1st con. g. 5s, 1932	..	....	..	....	119½	Jly 8, 97	..	..
Clev. & Pitts. con. sink. fd. 7s, 1900	109	Apr 19	107	May 25	107	May 25	107	..
Do., gen. gtd. g. 4½s, Series A, 1942	..	....	..	....	113¾	April, 96	..	..
Gd. R. & I. ext. 1st gtd. g. 4½s, 1941	..	....	..	....	110	Jun 27, 96	..	..
Allegh. Val. gen. g. 4s, 1942	..	....	..	....	102	No 10, 97	..	..
Penn. RR. Co. 1st real est. g. 4s, 1923	..	....	..	....	105	My 12, 97	..	..
U. N. J. R. & Can. Co. gen. 4s, 1944	[illegible]	Feb 14	[illegible]	Feb 14	[illegible]	Feb 14	..	..
Peo., Dec. & Ev. 1st g. 6s, 1920, t. r.	[illegible]	Mar 8	95	Apr 12	100	July 20	..	..
Do., Evans. Div. 1st g. 6s, 1920	..	....	..	....	100	[illegible]	[illegible]	[illegible]
Do., do., eng. Trust Co. certs.	[illegible]	Feb 15	[illegible]	Feb 15	[illegible]	June 28	..	..
Do., Trust Co. cts. for 2d g. 5s, 1926	17	May 25	15	May 13	17	May 25	..	..
Do., do., 1st installment paid	[illegible]	Jun 2	[illegible]	Jun 2	[illegible]	June 2	..	..
Peoria & Pekin Union 1st g. 6s, 1921	[illegible]	Apr 22	120	Apr 22	120	May 11	[illegible]	..
Do., 2d g. 4½s, 1921	[illegible]	Feb 28	[illegible]	May 28	[illegible]	May 28	[illegible]	..
Pine Creek registered gtd. 6s, 1932	..	....	..	....	[illegible]	No 17, 97	..	..
Pitts., Clev. & Tol. 1st g. 6s, 1922	..	....	..	....	108½	April, [illegible]	..	..
Pitts. Junc. 1st g. 6s, 1922	..	....	..	....	[illegible]	Mar., [illegible]	..	..
Pitts. & L. E. 2d g. 5s, Ser. A & B, 1928	..	....	..	....	[illegible]	Mar., [illegible]	..	..
Pitts., McK. & Yough. 1st gtd. 6s, 1932	..	....	..	....	117	Mar., [illegible]	..	..
Pitts., Painsv. & Fairpt. 1st g. 5s, 1916	..	....	..	....	[illegible]	April, [illegible]	..	..
Pitts., Shen. & L. Erie 1st g. 5s, 1940	109	Feb 14	104	Apr 2	107¾	July 27	..	..
Do., 1st cons. g. 5s, 1943	..	....	..	....	[illegible]	Jly 14, 97	..	..
Pitts. & West. 1st g. 4s, 1917	[illegible]	Jul 1	[illegible]	Apr 2	[illegible]	July 2	[illegible]	[illegible]
Do., [illegible]	[illegible]	Jun [illegible]	[illegible]	Jun 1	[illegible]	July 2	..	..
[illegible]	[illegible]	Feb [illegible]	[illegible]	Apr [illegible]	[illegible]	July 2	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	July 2	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	June 1	..	..
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	June 1	..	..
St. Jo. & Gr. Isl. 1st g. 2-3-4s, 1947	80¾	Jun 10	68¼	Apr 29	80	July 29	..	..
St. L. & S. F. 2d g. 6s, Class A, 1906	116¼	Feb 15	111	May 2	114	July 30	113½	..
Do., 2d g. 6s, Class B, 1906	116¾	Feb 17	111⅛	May 6	118½	July 14	113½	..
Do., 2d g. 6s, Class C, 1906	116¼	Feb 23	113	May 24	114	June 24	113½	..
Do., 1st g. 6s, Pierce C. & O., 1919	..	....	..	....	113¼	July, 96	..	..
Do., gen. g. 6s, 1931	120½	Jun 22	114	Apr 20	118½	July 27	118¼	119½
Do., gen. g. 5s, 1931	106¾	Jun 30	98½	Apr 25	104¾	July 29	104½	105½
Do., 1st trust g. 5s, 1987	100	Jun 28	92½	Apr 14	100	July 12	99	102
Ft. Smith & Van B. Bdg. 1st 6s, 1910	..	....	..	....	105	Oct 4, 97	..	..
St. L. & San Fran. R. R. g. 4s, 1996	79½	Jun 6	69	Apr 26	78	July 30	77¾	78½
St. L. & San Fran., S. W. Div. 5s, 1947	96	Feb 15	90	Apr 6	95½	July 29	..	..
St. Louis Southwest. 4s, cts., 1989	78⅛	Jul 27	70	Apr 26	78	July 30	..	..
Do, 2d g. 4s, inc. bond cts., 1989	32	Jul 12	25	Mar 25	31¼	July 27	30½	31½
St. Paul City Ry Cable con. g. 5s, 1937	..	....	..	....	90	No 8, 97	..	..
St. Paul & Duluth 1st 5s, 1931	117	Mar 7	115	Mar 12	117	Mar 14	115	120
Do., 2d 5s, 1917	109	Feb 16	105	Jun 27	106½	July 8	105	..
St. Paul, M. & M. 2d 6s, 1909	122¾	Jan 28	120	Jun 21	121¾	July 7	121¼	..
Do., Dakota exten. g. 6s, 1910	122¾	Jul 29	118½	Mar 25	122¾	July 29	122½	..
Do., 1st con. g. 6s, 1933	130	Jul 28	128	Jan 5	130	July 30	130	133
Do., do., registered	..	....	..	....	119¾	Sept., 96	..	..
Do., do., reduced to g. 4½s	108¾	Jul 28	105½	May 10	108¾	July 28	108	109
Do., do., registered	..	....	..	....	106½	My 29, 97	..	..
Do., Montana exten. 1st g. 4s, 1937	100½	Mar 4	94½	Jan 10	100	July 28	..	..
Do., do., registered	96	Feb 19	96	Feb 19	96	Feb 19	..	..
Minneapolis Union 1st g. 6s, 1922	122½	Jan 13	122½	Jan 13	122½	Jan 13	..	..
Montana Central 1st gtd. g. 6s, 1937	132	Jun 11	118½	Apr 19	127¼	July 8	128	..
Do., do., registered	..	....	..	....	115	Ap 24, 97	..	..
Do., 1st gtd. g. 5s, 1937	109½	Mar 18	107	Apr 29	109½	May 24	109	..
Eastern Minn. Div. 1st g. 5s, 1908	110	Jul 29	105½	Apr 12	110	July 29	108	..
Wilmar & Sioux Falls 1st g. 5s, 1938	..	....	..	....	111	No 23, 97	111½	..
Do., do., registered	..	....	..	....	115	Ap 24, 96	..	..
San F. & N. P. 1st s. f. g. 5s, 1919	..	....	..	....	100½	Oct 20, 97	..	..
Sav., Flor. & W. 1st con. g. 6s, 1934	..	....	..	....	114	Jan 25, 97	..	..
Do., 1st g. 5s, 1934	..	....	..	....	104½	Oct 18, 97	..	..
Seaboard & Roanoke 1st 5s, 1926	104¾	Feb 5	104¾	Feb 5	104¾	Feb 5	..	..
Seat., L. S. & E. 1st g. 6s, 1931, ass. pd.	80	Jan 21	42	Jan 6	80	Jan 25	..	..
South Carolina & Ga. 1st g. 5s, 1919	98	Feb 8	92	Apr 29	95½	July 30	94½	95
Southern Pacific Co.—								
Gal., Harris & S. A. 1st g. 6s, 1910	107	Jan 20	107	Jan 20	107	Jan 20	..	..
Do., 2d g. 7s, 1905	105½	May 17	100	Jan 17	105	July 22	..	..
Do., Mex. & Pac. Div. 1st g. 5s, 1931	96½	Apr 16	92	Jan 4	95¾	July 29	..	..
Hous. & Tex. C. 1st, W. & N. 7s, 1903	..	....	..	....	102	Nov., 94	..	..
Do., 1st g. 5s, interest gtd., 1937	111½	Jul 28	107½	May 25	111½	July 28	..	..
Do., con. g. 6s, interest gtd., 1912	110	July 1	105	May 11	110	July 1	..	..
Do., gen. g. 4s, interest gtd., 1921	82½	Jul 7	76¾	Apr 2	81	July 29	..	..
Morgan's La. & Tex. 1st g. 6s, 1920	..	....	..	....	114	No 17, 97	..	..
Do., 1st 7s, 1918	127	Feb 26	127	Feb 26	127	Apr 30	..	..
Ore. & Cal. 1st gtd. g. 5s, 1927	75	Jan 6	75	Jan 6	75	Jan 6	..	..
San An. & Ar. P. 1st gtd. g. 4s, 1943	70½	Jul 27	55½	Apr 25	70¼	July 30	69¾	70
Texas & New Orleans 1st 7s, 1905	110	Mar 17	110	Mar 17	110	Mar 17	..	..
Do., Sabine Div. 1st g. 6s, 1912	..	....	..	....	106¼	No 17, 97	..	..
Do., con. g. 5s, 1943	98¾	Feb 21	96½	Jan 3	97½	July 22	..	..
So. Pac. of Ari. gtd. 1st g. 6s, 1909-10	109¼	Jun 28	100¼	Jan 4	108½	July 30	..	..
So. Pac. of Cal. 1st g. 6s, 1905-12	110	Jan 24	106¾	May 20	109	July 18	..	..
Do., do., 1st con. gtd. g. 5s, 1937	101¼	Jul 28	92½	Jan 6	100¾	July 29	..	..
Austin & Northw. 1st gtd. g. 5s, 1941	87¼	Jan 15	81½	Jul 25	81½	July 25	..	..
So. Pac. of N. M. 1st g. 6s, 1911	110¾	Jun 28	105½	Jan 5	108½	July 30	..	..
Southern Rway 1st con. g. 5s, 1994	96	Jun 6	87	Apr 28	94½	July 30	94½	94¾
East Tenn. reor. lien g. 4-5s, 1938	100	Feb 3	96	Jan 19	99	July 22	..	..
Alabama Cent. R. 1st g. 6s, 1918	..	....	..	....	112¼	Au 17, 97	..	..
Colum. & Greenville 1st g. 5-6s, 1916	..	....	..	....	119	De 22, 97	..	..
East Tenn., Va. & Ga. 1st 7s, 1900	106	Jun 13	105½	Jul 14	105¾	July 22	105½	..
Do., divisional g. 5s, 1930	115	Feb 10	112½	Feb 28	114	July 8	..	..
Do., con. 1st g. 5s, 1956	111½	Feb 9	107	Apr 16	110½	July 26	..	..
Georgia Pac Ry 1st g. 5-6s, 1922	123	Jun 6	118	Apr 13	119	July 28	..	..
Knoxville & Ohio 1st g. 6s, 1925	117½	Feb 18	112	Apr 28	117	June 7	..	..
Richmond & Danville con. g. 6s, 1915	125¼	Jun 24	118	Apr 16	121½	July 20	..	..
Do., equip. sink. fund g. 5s, 1909	..	....	..	....	101	No 22, 97	..	..
Do., deb. 5s, stamped, 1927	105	Feb 19	95	May 3	96	June 3	..	..
Va. Midland gen. 5s, 1936	108	Jul 21	100	Mar 24	108	July 21	107½	108
Do., do., gtd., stamped, 1936	107	Jun 8	102	Apr 14	107	June 8	107½	108
Wash., Ohio & W. 1st cy gtd. 4s, 1924	87¾	Jul 29	87¾	Jul 29	87¾	July 29	..	..
West. No. Car. 1st con. g. 6s, 1914	116½	Jan 11	110½	Apr 22	113	May 9	..	..
Memphis Div. 1st gtd. 4-4½-5s, 1996	103	Jul 19	103	Jul 19	103	July 21	..	..
Term. Ass. of St. L. 1st g. 4½s, 1939	110½	Feb 19	109	May 18	110½	July 8	..	..
Do., 1st con. g. 5s, 1894-1944	110	Jul 22	105½	Apr 14	110	July 22	..	..
St. L. Mhts.' Bge. Ter. gtd. g. 5s, 1930	..	....	..	....	108	Oct 27, 97	..	..
Tex. & Pac. Ry. E. Div. 1st g. 6s, 1905	110½	Feb 14	109	Jan 18	110¼	June 21	..	..
Do., 1st g. 5s, 2000	106¼	Jul 28	96½	Mar 12	106¼	July 28	..	..
Do., 2d g. income 5s, 2000	44½	Jul 13	28	Jan 4	43	July 30	42¾	43
Third Avenue 1st g. 5s, 1937	124	Feb 21	117¼	Apr 26	122½	June 20	121½	..
Toledo & Ohio Central 1st g. 5s, 1935	105	Jun 13	102½	Jan 3	104	July 11	..	..
Do., Western Div. 1st g. 5s, 1935	104	Jul 19	102½	Jan 3	104	July 19	..	..
Kanawha & Mich. 1st gtd. g. 4s, 1990	82½	Feb 23	76	May 26	78	July 21	..	81
Toledo, Peo. & W. 1st g. 4s, 1917	72½	Jan 7	69½	Mar 22	72	May 10	70	..
Tol., St. L. & K. C. 1st g. 6s, 1916, t. r.	90	Jan 10	85½	Apr 4	88	July 29	..	..
Ulster & Delaware 1st c. g. 5s, 1928	104	Jan 7	98	Jun 4	100	July 23	..	..
U. P. RR. and ld. grt. g. 4s, 1947	98¾	Jun 27	88½	Apr 21	97¾	July 30	97⅝	97⅞
Do., Tr. Co. cts. g. 4½s, 1918	59¾	Jul 19	44	Apr 22	59	July 27	..	..
Kansas Pacific 1st g. 6s, 1896	..	....	..	....	114	Sep 29, 97	..	..
U. P., D. & G. t. r., 1st con. g. 5s, 1939	73½	Jul 21	48½	Jan 6	73	July 30	72½	73
Wabash Railroad Co. 1st g. 5s, 1939	110¾	Jul 27	[illegible]	Mar 12	110¼	July 28	110¾	111
Do., 2d g. 5s, 1939	91½	Jul [illegible]	[illegible]	Mar [illegible]	90¾	July 30	[illegible]	[illegible]
Do., deb. Series B, 1939	[illegible]	Jan 1[illegible]	21	Apr 27	[illegible]	July 29	[illegible]	[illegible]
Do., 1st g. 5s, Det. & Chi. ext., 1941	105½	Jun [illegible]	97	Apr 19	104	July 29	..	..
St. L., K. C. & N. St. C. B. 1st g. 6s, 1908	110	Jan [illegible]	[illegible]	Mar 12	110	June 7	..	..
West. N. Y. & Penn. 1st g. 5s, 1937	110	Jun [illegible]	103	Apr [illegible]	[illegible]	July 28	..	..
Do., gen. g. 3-4s, 1943	[illegible]	Feb 7	47¾	Apr 26	55	July 26	..	..
Do., inc. 5s, 1943	16	Feb 7	10	Jan 7	14	July 20	..	..
West Chi. St. 40-year con. 5s, 1936	..	....	..	....	99	De 28, 97	..	..
West Va. Cent. & Pitts. 1st g. 6s, 1911	..	....	..	....	107¼	Oct 21, 97	..	..
Wheel. & L. E. 1st g. 5s, 1926	101½	Feb 16	100½	Jan 11	101½	Mar 7	..	..
Do., 1st g. 5s, 1926, trust receipts	108	Mar 1	100	Mar 18	100	Mar 18	..	..
Do., Wheel. Div. 1st g. 5s, 1928	90	Mar 18	90	Mar 18	90	May 26	..	..
Do., exten. & imp. g. 5s, 1930	92½	Mar 11	92½	Mar 11	92½	Mar 11	..	..
Do., con. g. 4s, 1992	35	Jul 23	35	Jul 23	35	July 25	..	..
Wisconsin Cen. Co. 1st tr. g. 5s, 1937	..	....	..	....	34	No 16, 97	..	..
Do., Eng. Trust Co. cts	49½	Jul 22	33½	Jan 3	47	July 30	47	48
Do., income g. 5s, 1937	7½	Jan 17	4	Jul 12	5	July 29	..	..

MISCELLANEOUS BONDS.

	Range for Year 1898. Highest.		Lowest.		Last Sale.		Bid.	As'd.
Adams Express col. tr. 4s, 1948	99¾	Jun 28	98½	Jun 27	99½	July 29	..	..
American Cotton Oil deb. g. 8s, 1900	109	Jan 10	102½	Mar 14	109	July 30	..	..
American Spts. Mfg. Co. 1st g. 6s, 1915	86	Jun 27	64	Mar 14	84	July 29	..	..
Boston Un. Gas tr. cts., sk. fd. g. 5s, 1939	91	Jan 7	90¼	Jan 26	90¼	Jan 26	..	..
B'klyn Union Gas Co. 1st con. g. 5s, 1945	115	Jun 1	109½	Apr 27	114¾	July 23	..	..
B'klyn Whf. & W.H. Co. 1st g. 5s, 1945	100½	Jan 28	92	Apr 23	95½	July 29	..	..
Chi. Jc. & Stk. Yds. col. g. 5s, 1915	105	Jan 7	105	Jan 7	105	Jan 7	..	..
Colorado Coal & Iron 1st con. g. 6s, 1900	102	Jul 25	95	Jan 6	102	July 25	..	..
Col. Coal & Iron Dev. Co. gtd. 5s, 1909	..	....	..	....	59	May, 93	..	..
Col. Fuel & Iron gen. s. f. g. 5s, 1943	84	Jan 12	80	May 9	80	May 27	..	..
Colorado Fuel Co. gen. g. 6s, 1919	104	Jan 13	100	Jan 10	104	Jan 13	..	..
Commercial Cable Co. 1st g. 4s, 2397	105½	Feb 3	101½	Apr 28	101½	Apr 28	..	..
Do., registered	104	Feb 16	104	Feb 16	104	Feb 16	..	..
Detroit Gas Co. 1st con. g. 5s, 1918	103	Feb 9	89	May 20	95	July 11	94	..
Detroit City Gas 5s	95½	Jun 29	90	May 20	91¾	July 30	91¾	92
Edison El. Ill. N. Y. 1st conv. g. 5s, 1910	112¾	Feb 18	108	Apr 9	111	July 28	..	..
Do., 1st con. g. 5s, 1995	119	Jun 3	114½	Mar 25	116½	July 12	..	..
Do., Brooklyn 1st g. 5s, 1940	..	....	..	....	113½	Jly 23, 97	..	..
Eq. Gas & Fuel of N. Y. 1st	102	Feb 14	102	Feb 14	102	Feb 14	..	..
Erie Tel. & Tel. 5s	98¼	Mar 9	98¼	Mar 9	98¼	Mar 9	..	..
Gen. Electric Co. deb. g. 5s, 1922	105	Jul 20	96	Apr 26	105	July 20	105	..
Grand River Coal & Coke 1st g. 6s, 1919	..	....	..	....	95½	Jan 19, 97	..	..
Hend'son Bdge Co. 1st sk. fd. g. 6s, 1931	..	....	..	....	111	Au 23, 97	..	..
Illinois Steel Co. deb. 5s, 1910	..	....	..	....	97	Oct., 95	..	..
Do., non-conv. deb. 5s, 1913	..	....	..	....	70	Ap 22, 97	..	..
Jeff'sn & Clearfd. C. & Ir. 1st g. 5s, 1926	..	....	..	....	107	My 22, 97	..	..
Do., 2d g. 5s, 1926	..	....	..	....	80	May 4, 97	..	..
Lac. Gas L. Co. of St. L. 1st g. 5s, 1919	105½	Jan 31	100	Apr 18	105½	July 28	..	..
Madison Sq. Garden 1st g. 5s, 1919	..	....	..	....	102	Jly 8, 97	..	..
Manh. Br. H. & L. lim. gen. g. 4s, 1940	..	....	..	....	55	July, 96	..	..
Mich. Penin. Car Co. 1st g. 5s, 1942	..	....	..	....	85	Jun 5, 97	..	..
National Starch Mfg. Co. 1st g. 6s, 1920	108	Jun 8	105	Jan 11	107½	July 28	107½	..
N.Y. & N.J. Telephone gen. g. 5s, 1920	..	....	..	....	108	Jun 4, 97	..	..
N. Y. & Ontario Land 1st g. 6s, 1910	..	....	..	....	92¼	May, 96	..	..
Peo. Gas & C. Co. 1st gtd. g. 6s, 1904	..	....	..	....	111	No 16, 97	..	..
Do., 2d gtd. g. 6s, 1904	109	Feb 4	102	Mar 29	107½	July 27	..	..
Do., 1st con. g. 6s, 1943	120	Jan 19	115	Jun 27	120	July 29	..	..
Chi. Gas Lt. & Coke 1st gtd. g. 5s, 1937	106¾	Jan 25	103	Mar 28	105¾	July 12	104½	107
Con. Gas Chi. 1st gtd. g. 5s, 1936	105¾	Feb 10	101	Apr 19	104	July 21	..	104
Eq. Gas & Fuel Chi. 1st gtd. g. 6s, 1905	105	May 10	102	Jul 12	[illegible]	July 12	..	..
Pleasant Valley Coal 1st g. 6s, 1920	..	....	..	....	[illegible]	Oct., 95	[illegible]	..
Procter & Gamble 1st g. 6s, 1940	113	Apr 4	113	Apr 4	113	Apr 4	..	..
So. Yuba W. Co. of N. Y. con. g. 6s, 1923	..	....	..	....	101	Fe 1[illegible], 97	..	..
Stand. Rope & Tw. Co. 1st g. 6s, 1946	[illegible]	Jul 13	51	Mar 12	70	July [illegible]	[illegible]	[illegible]
Do., inc. g. 5s, 1946	17	May 25	11	Mar [illegible]	14	July 30	13½	15
Tenn. Coal, I. & R.R. T. Div. 1st g. 6s, 1917	[illegible]	Feb 23	70	May 9	[illegible]	May 11	..	[illegible]
Do., Birm. Div. 1st con. 6s, 1917	[illegible]	Jun 14	79	Mar 25	85¾	July 27	..	..
Cahaba Coal M. Co. 1st gtd. g. 6s, 1922	..	....	..	....	[illegible]	No [illegible], 96	..	..
De Bardeleben C. & I. Co. gtd. g. 6s, 1910	[illegible]	Jan 2[illegible]	[illegible]	Jan 2[illegible]	[illegible]	Jan 21	..	..
U. S. Leather Co. s. f. deb. g. 6s, 1913	116	Feb 18	111½	May 5	116	July 29	..	..
United States Mortgage & Trust Co.—								
Real estate 1st g. col. trust bonds—								
Series C, 5s, 1896-1916	..	....	..	....	..	....	[illegible]	..
Series D, 4½s, 1901-1916	..	....	..	....	..	....	[illegible]	..
Series E, 4s, 1907-1917	..	....	..	....	..	....	100	..
Series F, 4s, 1908-1918	..	....	..	....	..	....	[illegible]	..
Western Union deb. 7s, 1875-1900	[illegible]	Feb 2[illegible]	[illegible]	Feb 2[illegible]	[illegible]	Feb 2[illegible]	..	..
Do., do., registered	[illegible]	Jan 1[illegible]	105	Mar 1[illegible]	105	Mar 11	..	..
Do., debenture 7s, 1884-1900	..	....	..	....	[illegible]	Sep [illegible], 97	..	..
Do., collateral trust cur. 5s, 1938	111	Jan 1[illegible]	[illegible]	Apr [illegible]	[illegible]	July [illegible]	..	..
Mutual Union Tel. s. f. 6s, 1911	111	Mar 1[illegible]	111	Mar 1[illegible]	111	Mar 1[illegible]	..	..
Northwestern Telegraph 7s, 1904	..	....	..	....	[illegible]	Mar., [illegible]	..	..
[illegible]	[illegible]	Mar 1[illegible]	[illegible]	Mar 1[illegible]	[illegible]	Mar 1[illegible]	..	..
[illegible]	..	....	..	....	..	....	[illegible]	..

[illegible] [illegible] with the proceeds of the [illegible]. The prior lien [illegible] [illegible] with land sales at not exceeding 110 after retirement of general lien mortgage bonds of 1883 (but are not subject to call) not over $500,000 each yearly to be so applied. Total issue, $130,000,000, of which $93,164,000 have been issued and are listed on the Stock Exchange and the remainder reserved to retire old first 6s of 1921 and St. Paul and Northern Pacific and Western Railroad bonds, amounting in all to about $15,345,000, and for new construction, betterments, equipment, &c. ($25,000,000,) not exceeding $1,500,000 per annum. The issue of prior lien threes is $190,000,000, of which $130,000,000 are reserved for prior lien bonds, $56,000,000 were issued on the reorganization, and $4,000,000 are for new construction, betterments, equipments, &c.

Status of the Stock.

The capital stock outstanding consists of $79,800,000 common and $75,000,000 preferred. Both common and preferred stock (except sufficient to qualify Directors) are vested until Nov. 1, 1901, (unless surrendered earlier at their discretion,) in voting Trustees.

The new preferred stock is subject to call in whole or in part, at par, upon any first day of January prior to 1917. Additional preferred stock and other mortgages can be issued only with consent of a majority of the preferred and of the common stock represented at a special meeting. Preferred stock is entitled to non-cumulative dividends to the extent of 4 per cent. per annum, payable quarterly out of surplus net earnings in each fiscal year before any dividends for such year shall be paid on the common stock. In any fiscal year in which 4 per cent. dividends shall have been declared on both preferred and common stock all shares, whether preferred or common, shall participate equally in any further dividends for such year. Three dividends of 1 per cent. each have been paid on the preferred stock and another is payable in September, making 4 per cent. for the year.

Latest Comparative Earnings.

The first report of reorganized company was for ten months ending June 30, 1897. In this statement figures for 1896-7 cover ten months and previous years cover full twelve months ending June 30.

	1896-7.	1895-6.	1894-5.
Passenger earnings	$2,850,399	$4,658,642	$3,350,492
Freight earnings	11,085,883	15,119,312	13,210,699
Mail, express, &c.	1,005,536	85,206	872,790
Gross earnings	$14,941,818	$19,863,160	$17,434,981
Net earnings	5,785,946	7,775,071	6,115,209
Taxes	428,981	509,708	501,716
Rentals, &c.	......	163,160	257,328
Net operating income	$5,356,965	$7,102,203	$5,356,254
Miscellaneous income, not including land sales	255,341	425,710	301,229
Bal. for interest	$5,612,306	$7,527,913	$5,657,483
Interest for 10 months	5,110,248		
Old accounts, written off	12,229		
Balance, sur. for year	$489,828		

Interest changes as on July, 1897, were at the rate of $6,110,276 per annum, a reduction of $4,795,414, as compared with the old company. For the eleven months from July 1, 1897, to May 31, 1898, gross earnings were $21,949,404; net earnings, $10,758,841, and total net income, $10,454,739.

Stock Market Prices.

The old Northern Pacific shares were first dealt in on the Stock Exchange in July, 1879, the common being quoted at 17 and the preferred at 48. Before the end of that year, however, the latter sold at 65 and the common at 40½. The highest prices reached were in 1882, when the preferred sold at 100⅝ and the common at 54⅝, both in September of that year. After the last receivership the common sold at the following low points: 3¾ August, 1893; 3½ August, 1894; 2½ January, 1895, and ¼ in May, 1896. The preferred sold at 15¼ in August, 1893; 12½ in May, 1894, and 10 in April, 1896. In the "Free Silver Panic" of August, 1896, Northern Pacific common sold at 8½, with the third installment paid, and at 9⅞ in September, all installments paid. The preferred sold at 10 in July, 1896, with the third installment paid.

The new common and preferred shares were first dealt in on the Stock Exchange late in 1896, the common selling in December at 14⅝ to 12¼, and the preferred at 36 to 33 in November, with a further drop to 30½ in December. The common advanced in 1897 from 11 in April to 22⅜ in December, and the preferred from 32½ in January to 61⅝ in December. The lowest price for the common this year was 19 on Feb. 24 and the highest 31⅛ on June 6. The preferred sold down to 56⅞ on March 12 and up to 72 on Wednesday last. The prior lien 4s advanced from 86 in April, 1897, to 96 in December, reaching their highest point, 99¾, on Tuesday last. The general threes rose in 1897 from 51½ in May to 61⅜ in December. On Tuesday they sold at 65¼, their best record price.

[illegible]

	Bid.	Asked.
Atlantic Avenue [illegible]	[illegible]	[illegible]
Atlantic Avenue [illegible]	[illegible]	[illegible]
Atlantic Avenue [illegible]	[illegible]	..
Bleecker St. & F. F. stock	[illegible]	[illegible]
Bleecker St. & F. F. 1st 7s	[illegible]	[illegible]
Broadway & Seventh Avenue	[illegible]	[illegible]
Broadway & Seventh Av. 1st	[illegible]	[illegible]
Broadway & Seventh Av. 2d	[illegible]	[illegible]
Broadway Surface 1st 5s	[illegible]	117
Broadway Surface 2d	[illegible]	[illegible]
Brooklyn, Bath & W. E. 5s	[illegible]	[illegible]
Brooklyn City R. R. 1st m. 5s	113	116
Brooklyn City Railroad	219	[illegible]
B'lyn City & Newtown stock	[illegible]	[illegible]
B'lyn City & Newtown 1st 5s	113	[illegible]
Brooklyn El. when issued	24	[illegible]
Brooklyn El. pf. when issued	[illegible]	[illegible]
B'klyn, Queens Co. & Sub'n 5s	108	[illegible]
Buffalo Crosstown 5s	107	[illegible]
Buffalo Street Railway stock	80	[illegible]
Buffalo Street Ry. 1st consols	109	111
Central Cross-Town	[illegible]	—
Central Cross-Town 1st 6s	115	[illegible]
Central Park, N. & E. River	177	[illegible]
Central Park, N. & E. River 7s	110	[illegible]
Christopher & Tenth Street	150	165
Christopher & Tenth Street 1st	101	104
Citizens' Ry. (Indianapolis) 5s	75	78
Cleveland City Railway	55	60
Cleveland Cable 1st 5s	103	104½
Cleveland Electric Railway	58	62
Cleveland Electric con. 5s	104	106
Coney Island & Brook. stock	207	210
Coney Island & B'lyn 1st 6s	103	105
C. I. & B'lyn 5 per cent. ctfs.	101	..
Columbus (Ohio) stock	48	50
Columbus (Ohio) cons. 5s	97	100
Columbus Cross-Town 1st 5s	100½	—
D. D., E. B'way & B. stock	180	200
D. D., E. B'way & B. 1st 5s	115	117
D. D. & B'y & B. 5 p. c. scrip	100	..
Eighth Avenue	335	345
Eighth Avenue 6 p. c. scrip	105	109
42d St. & Grand Street	340	—
42d St., Man. & St. Nich. Av.	60	64
42d St., Man. & St. N. Av. 1st	113	116
42d St., Man. & St. Nich. Av. 2d	90	91
Kings County Elevated	2½	5
Kings County incomes	7	10
Louisville St. Ry. com.	52	56
Louisville St. Ry. pref.	96	97
Nassau Elec. 1st 5s, (B'lyn)	105	109
New Orleans Traction com.	1	3
New Orleans Traction pf.	7	9
New Orleans Traction notes	..	75
North Shore Traction com.	10	12
North Shore Traction pf.	76½	..
Ninth Avenue	183	190
Providence & Pawtucket 1st	107	108
Richmond Traction 5s, 1925	[illegible]	83
Rochester Ry.	15	20
Rochester Ry. con. 5s	97	98½
Second Avenue stock	169	171
Second Avenue 1st m. 5s	108	110
Second Avenue consol. 5s	113¾	114¼
Scranton Traction	11	13
Sixth Avenue R. R. stock	200	210
South Ferry 1st 5s	107	112
S. I. Rapid Transit 1st 6s	107	..
S. I. Rapid Transit 2d	60	70
Steinway R. R. Co. 6 p. c. 1st	115	117
Third Avenue Railroad	175	178
Twenty-third Street	310	..
Twenty-third Street deb. 5s	103	106
Twin City R. Transit Co. com.	10	20
Twin City R. Transit Co. pf.	90	100
Union Railway 1st 5s	113	114
Union Railway	175	190
West Chicago Street	93	98½
West End (Boston)	84½	85
West End (Boston) pf.	104	105
Worcester Traction common	14	17
Worcester Traction pf.	92	94

Ferry Securities.

	Bid.	Asked.
Hoboken Ferry stock	90	91
Hoboken Ferry 5s	106¾	108
Metropolitan Ferry 5s	108	110
N. Y. & E. R. Ferry 5s	90	93
N. Y. & E. R. Ferry stock	69	71
Union Ferry	39	39½
Union Ferry bonds	100	102

Trust Companies, &c.

	Bid.	Asked.
American Surety	160	175
Atlantic	135	..
Bond & Mort. Guar. Co.	190	..
Brooklyn	..	400
Central	1360	..
Colonial	193	198
Continental	187½	..
Farmers' Loan & Trust	900	950
Fifth Avenue	340	360
Franklin	..	232
German-American R. E.	..	90
Guaranty	425	..
Hamilton	230	235
Kings County	280	..
Knickerbocker	240	..
Lawyers' Surety	100	110
Lawyers' Title Ins.	150	160
Long Island Loan & Trust	220	225
Manhattan	165	..
Manufacturers', Brooklyn	235	..
Mercantile	400	..
Metropolitan	309	..
Nassau	150	..
National Surety	..	202
N. Y. Life Ins. & Trust Co.	1200	..
N. Y. Security & Trust	375	..
People's	..	258
Produce Exchange	200	202
Real Estate Trust Co.	200	..
State	..	305
Title Guarantee & Trust	275	280
Union	1040	..
U. S. Mortgage & Trust	285	295
United States	1175	..
Washington	225	..

Insurance Companies.

	Bid.	Asked.
Commonwealth	..	105
Continental	420	..
Citizens'	107	111
Eagle	235	245
Empire City	90	95
Farragut	..	100
German-American	430	460
Germania	240	260
Greenwich	155	165
Hamilton	105	110
Hanover	140	145
Home	190	200
Kings County	165	175
Nassau, Brooklyn	150	..
New York	108	112

[illegible]

	Bid.	Asked.
Niagara	[illegible]	[illegible]
North River	[illegible]	..
Pacific	[illegible]	[illegible]
Phenix, Brooklyn	[illegible]	[illegible]
Peter Cooper	[illegible]	[illegible]
Rutgers	..	[illegible]
Stuyvesant	[illegible]	[illegible]
United States	[illegible]	[illegible]
Westchester	[illegible]	..
Williamsburg City	[illegible]	..

Banks.

	Bid.	Asked.
America	[illegible]	[illegible]
American Exchange	[illegible]	[illegible]
Astor Place	[illegible]	..
Bowery	[illegible]	[illegible]
Broadway	[illegible]	[illegible]
Butchers & Drovers'	[illegible]	95
Central	[illegible]	175
Chase	[illegible]	..
Chatham	300	[illegible]
Chemical	3900	4000
Citizens'	125	130
City	1000	1200
Colonial	132½	..
Columbia	..	165
Commerce	202	206
Continental	135	139
Corn Exchange	275	285
East River	130	..
Eleventh Ward	225	..
Fifth Avenue	3500	..
Fifth National	225	..
First National	2500	..
First Nat. of Staten Island	..	150
Fourth National	173	180
Fourteenth Street	130	150
Gallatin	300	..
Gansevoort	..	90
Garfield	350	..
German-American	113	117
Germania	365	..
German Exchange	355	..
Greenwich	165	..
Hamilton	105	..
Hanover	325	..
Hide & Leather	85	95
Home	..	105
Hudson River	140	..
Importers & Traders'	465	500
Irving	147½	..
Leather Manufacturers'	170	180
Liberty	150	..
Lincoln	750	800
Manhattan	225	230
Market & Fulton	225	235
Mechanics'	175	180
Mechanics & Traders'	114	118
Mercantile	187	..
Merchants' Exchange	117	..
Merchants'	148	153
Metropolis	400	425
Mount Morris	100	..
Mutual	100	120
Nassau	150	..
National Union	220	230
New Amsterdam	250	..
New York	235	242
New York County	800	..
New York National Exchange	..	90
Nineteenth Ward	..	110
Ninth National	90	95
North America	133	—
Oriental	140	..
Pacific	180	185
Park	300	310
People's	200	..
Phenix	90	92
Plaza	190	..
Produce Exchange	110	117
Republic	150	..
Riverside	190	..
Seaboard	175	..
Second National	450	..
Seventh National	110	120
Shoe & Leather	92	98
Sixth National	250	..
State of New York	104	..
Tradesmen's	..	90
Twelfth Ward	125	..
Twenty-third Ward	100	..
Union Square	175	..
Western	150	158
West Side	275	..
Yorkville	175	..

Guaranteed Stocks.

	Bid.	Asked.
Bald Eagle Valley	195	200
Beech Creek	99	101
Boston & Providence	275	277
Cayuga & Sus.	198	..
Columbus & Xenia	200	..
Delaware & Bound Brook	169	172
Detroit, Hillsdale & S. W.	99½	..
Erie & Pittsburg	138	142
Fort Wayne & Jackson pf.	130	..
Gold & Stock Tel. Co.	112	115
Kal. Allegan & G. Rapids	145	150
Kan. City, St. L. & C. pf.	140	145
Little Miami	182½	185
Louisiana & Mo. R. pf.	165	..
Mahoning Coal	100	..
Mahoning Coal pf.	106	..
Naugatuck	245½	..
New York & Harlem	345	355
N. Y., Lack. & Western	122	..
Norwich & Worcester pf.	200	..
Old Colony	185	188
Oswego & Syracuse	202	..
Pacific & Atlantic Tel.	70	..
Peoria & Bureau Valley	182	..
P., Ft. W. & Chi. special	160	..
Pitts., McK. & Yough.	137	139
Providence & Worcester	260	..
Rome & Clinton	125	..
Troy & Greenbush	140	..
Utica & Black River	166	..
United N. J. R. R. & C. Co.	255	256
Valley of New York	112	118
Warren	169	—

Industrial and Miscellaneous.

	Bid.	Asked.
Acker, Merrall & Condit 6s	95	99
American Bank Note Co.	39	41½
American Brake	90	93
American Grocery 1st pf.	..	9
American Press Association	100	110
American Soda Fountain Co.	4	8
American Soda Fountain 1st pf.	47	53
American Soda Fountain 2d pf.	15	25
Am. Typefounders, new stock	36	38
Atlantic Mu. Ins. scrip, 1897	102½	104½
American Graphophone	126¼	137¼
American Graphophone pf.	133¾	137¾
Anderson Tobacco	9	13
Automatic Vending	25	..
Barney & Smith Car common	13	16
Barney & Smith Car pf.	..	55
Barney & Smith Car 6s	97	100
Bliss, E. W	85	100
Bliss, E. W., pf.	102½	110

[illegible]

	Bid.	Asked.
[illegible]	[illegible]	[illegible]
Celluloid Company	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Chesebrough Mfg. Co.	[illegible]	[illegible]
Claflin (H. B.) 1st pf.	[illegible]	[illegible]
Claflin (H. B.) 2d pf.	[illegible]	[illegible]
Commercial Cable	[illegible]	[illegible]
Consolidated Car Heating	[illegible]	[illegible]
Consolidated Firework com.	[illegible]	[illegible]
Consolidated Firework pf.	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Diamond Match Company	135½	[illegible]
Electro-Pneumatic, etc. pf.	1½	[illegible]
Empire & Bay State Tel.	[illegible]	[illegible]
Eastman Kodak Co.	[illegible]	[illegible]
Erie & Western Trans.	[illegible]	[illegible]
Electric Vehicle	[illegible]	[illegible]
Electric Vehicle pf.	70	[illegible]
Glucose Sugar Refining com.	52	[illegible]
Glucose Sugar Refining pf.	105½	107½
Gorham Mfg. Co. common	..	[illegible]
Gorham Mfg. Co. pf.	110	[illegible]
Great Falls Ice	110	[illegible]
Hecker-Jones-Jewell Milling pf.	46	50
Hecker-Jones-Jewell M. bonds	85	90
Herring-Hall-Marvin com.	¼	1½
Herring-Hall-Marvin pf.	6	9
Hoboken Land & Imp.	100	..
Hoboken Land & Imp. 5s	105	..
Hudson River Telephone	69	73
International Paper	37½	38
International Paper pf.	84	85
International Paper 6s	105½	107½
Iron Steamboat	2½	4
Iron Steamboat 6s	55	60
J. B. Stetson com.	45	..
J. B. Stetson pf.	100	110
Journeay & Burnham com.	..	22
Journeay & Burnham pf.	67½	75
Lanston Monotype	80	87½
Lorillard pf.	112	112½
Madison Square Garden stock	..	6
Madison Square Garden 2d 6s	35	55
Mechanical Rubber com.	8	15
Mechanical Rubber pf.	25	35
Mergenthaler Linotype	182½	183
Mich. Pen. Car com.	9	11
Mich. Pen. Car pf.	55	60
Mich. Pen. Car 1st 5s	84	89
Mosler Safe Co. pf.	..	[illegible]
National Saw pf.	..	35
National Casket Co.	60	80
National Wall Paper deb. stock	..	50
N. Y. Loan & Imp.	50	..
National Biscuit	30	33
National Biscuit pf.	92	95
N. Y. Biscuit bonds 6s	114	115
New Jersey Zinc & Iron	100	..
New York Air Brake	52½	53
N. Y. & N. J. Telephone	150½	151½
Nicaragua Construction	7	10
Northwestern Telegraph	112	117
Old Dominion Steamship	85	95
Penn. Coal	354	360
Penn. Salt Manufacturing	102	104
Penn. Water com.	10	12
Phil. & Wil. Steamboat	1[illegible]0	142½
Pneumatic Gun Carriage	2¾	3
Pratt & Whitney com.	4	8
Pratt & Whitney pf.	40	50
Procter & Gamble	245	..
Procter & Gamble pf.	180	185
R. I. Perkins Horseshoe	..	10
R. I. Perkins Horseshoe pf.	30	40
Safety Car Heating & Light	95	98
Simmons Hardware com.	105	..
Simmons Hardware pf.	116	120
Singer Mfg. Co.	405	420
Standard Oil	414	415
Susquehanna Coal 6s	115	..
Swift & Co.	94	97
Swift & Co. 1st pf.	106	..
Texas & Pacific Coal	50	55
Texas & Pacific Coal 1st	102	..
Trenton Potteries com.	6	10
Trenton Potteries pf.	38	43
Trow Directory pf.	33	38
Union Switch & Signal	61	64
Union Switch & Signal pf.	110	116
Union Typewriter com.	7½	9
Union Typewriter pf.	97	100
Union Typewriter 2d pf.	87½	90
U. S. Glass com.	..	28
U. S. Glass pf.	70	80
Wagner Palace Car	174	176
Westinghouse Air Brake	570	620
Wool Exchange of New York	110	120
Worthington Pump	25	29
Worthington Pump pf.	88	92

Gas Companies.

	Bid.	Asked.
Baltimore Consolidated	63½	64
Baltimore Con. 1st 5s	107	110
Buffalo (N. Y.) 1st w. 1	95¾	96
Buffalo (N. Y.) stock	22½	23½
Central (N. Y.)	175	..
Central Union Gas bonds	104½	105
Central Union Gas con. deb. 5s	108	111
Chicago Consumers' 1st 5s	101½	104½
Chi. Eq. Gas L. & F. 1st 6s	103½	106
Chi. P. Gas & C. 1st 6s	108	111
Chi. P. Gas & C. 2d 6s	106	108
Chi. P. Gas & C. cons. 6s	117½	120
Chicago P. Gas refunding 5s	101	105
City Gas (Norfolk, Va.)	38	85
City Gas (Norfolk, Va.) 1st 6s	98	102
Columbus (Ohio) Gas stock	86	90
Columbus (Ohio) 1st 5s	98	101
Consolidated Gas (N. J.) bonds	75	80
Consolidated Gas of N. J.	16	21
Consumers' Gas (Jersey City)	75	80
Con. Gas (Jersey City) bonds	100	103¾
Detroit Inc. 5s	94	97
Equitable 1st 6s	101	102½
Equitable 1st con. 5s	115	117
Fort Wayne (Ind.) stock	75	80
Fort Wayne (Ind.) 1st 6s	89	90¾
Grand Rapids stock	76	79
Grand Rapids bonds	98	101
Ind. Nat. & Ill.	59	63
Indiana Nat. & Ill. 1st 6s	73	75
Indianapolis stock	115	125
Indianapolis 1st 6s	104¾	105¾
Lafayette (Ind.) stock	77	80
Lafayette 1st 6s	85	88
Logansport & Wab. Val. stock	54	58
Logansport & Wab. Val. 1st 6s	72	73
Madison (Wis.) Gas	56	60
Madison (Wis.) 1st 6s	99	102
Minneapolis Gas 6s	103½	105
Mutual of New York	335	345
New Amsterdam	31½	31¾
New Amsterdam pf.	76½	77
New Amsterdam 1st 5s	102	102¾
N. Y. & E. R. Gas Co 1st	111	113
N. Y. & E. R. Gas Co. con.	106	107½
Ohio & Indiana stock	54	58
Ohio & Indiana bonds	71	73
St. Joseph (Mo.)	35	38
St. Joseph (Mo.) 5s	90	93
St. Paul Gas stock	38	40
St. Paul Gas bonds	76	78
Standard Gas, New York	139½	141
Standard Gas, New York, pf.	155	158
Standard Gas, New York, 1st	112	114
Syracuse Gas stock	17	18
Syracuse Gas 5s	85	88½
Western Gas Co., Milwaukee	84	85½
West. Gas Co. bonds, Milw'kee	102	102¾
Williamsburg 1st 6s	101	103½

CALENDAR FOR THE WEEK.

Monday, Aug. 1.

Albany Railway—Dividend payable.
American Glue Company—Dividend payable.
American Steel and Wire Company—Dividend payable on preferred stock.
American Tobacco Company—Dividend payable on common and preferred stocks.
Bank of the Manhattan Company—Books close.
Boston Elevated Railway—Books close.
Burlington, Cedar Rapids and Southern Railroad—Dividend payable.
Canada Southern Railroad—Dividend payable.
Central Railroad of New Jersey—Dividend payable.
Chicago, Rock Island and Pacific Railroad—Dividend payable.
Columbus (Ohio) Street Railway—Dividend payable.
Consolidated Car Heating Company—Dividend payable.
Consolidated Gas Company, Pittsburg—Dividend payable on preferred stock.
Corn Exchange Bank—Dividend payable.
Dry Dock, East Broadway and Battery Railroad—Dividend payable.
Edison Electric Illuminating Company of New York—Dividend payable.
Edison Electric Illuminating Company of Boston—Dividend payable.
Farmers' Loan and Trust Company—Dividend payable.
German-American Bank—Dividend payable.
Great Northern Railway—Dividend payable on preferred stock.
Hamilton Trust Company, Brooklyn—Dividend payable.
H. B. Claflin Company—Dividend payable on first and second preferred stocks.
Hudson River Bank—Dividend payable.
Huntingdon and Broad Top Mountain Railroad—Dividend payable on preferred stock.
Illinois Central Railroad—Books close.
Kansas City, St. Louis and Chicago Railroad—Dividend payable on preferred stock.
Kings County Trust Company, Brooklyn—Dividend payable.
Lawyers' Title Insurance Company—Dividend payable.
Lincoln National Bank—Dividend payable.
Louisiana and Missouri River Railroad—Dividend payable on preferred stock.
Nashville, Chattanooga and St. Louis Railway—Dividend payable.
Nassau Trust Company, Brooklyn—Dividend payable.
Pacific Bank—Dividend payable.
People's Bank—Dividend payable.
Pittsburg and Lake Erie Railroad—Dividend payable.
Procter & Gamble Company—Books close.
Pullman's Palace Car Company—Books close.
Quincy Mining Company—Books open.
Rio Grande Western Railroad—Dividend payable on preferred stock.
Twenty-third Ward Bank—Dividend payable.
Saratoga Electric Light and Power Company—Dividend payable.
St. Paul, Minneapolis and Manitoba Railroad—Dividend payable.
West India Improvement Company—Annual meeting.

Tuesday, Aug. 2.

Albany Street Railway—Books open.
American Steel and Wire Company—Books open.
American Tobacco Company—Books open.
Dry Dock, East Broadway and Battery Railroad—Books open.
Great Northern Railway—Books open.
Jefferson and Clearfield Coal Company—Books close.
Nashville, Chattanooga and St. Louis Railroad—Books open.
Rio Grande Western Railroad—Books open.
St. Paul, Minneapolis and Manitoba Railroad—Books open.

Thursday, Aug. 4.

American Institute Company—Quarterly meeting.

Friday, Aug. 5.

Consolidated Ice Company—Books close.

TRANSACTIONS AND CHANGES.

On the Stock Exchange for the week ended Saturday, July 30, total transactions included 1,440,610 shares of stock, $17,339,200 bonds, with $1,295,600 Government and $28,000 State bonds.

In detail the week's dealings compare as follows with those of the corresponding week last year:

STOCKS.

	July 31, 1897.	July 30, 1898.	Differences.
R. R. & Misc.	2,169,271	1,440,610	Dec. 728,661
Banks	50	10	Dec. 40
Mining	32,300	300	Dec. 32,000

BONDS.

	July 31, 1897.	July 30, 1898.	Differences.
R. R. & Misc.	$18,330,020	$17,339,200	Dec. $990,820
State	30,000	28,000	Dec. 2,000
Government	336,500	1,295,600	Inc. 959,100

⁂

Net changes in stocks for the week of 1 per cent. or more were:

Stocks Advanced.

Am. Express	2	Manhattan	1⅜
Am. Sugar Ref.	5⅞	Met. St. Railway	1⅜
Am. Tobacco	2⅜	Minn. Iron	1
Am. Sp. Mfg. pf.	2	Mo., K. & Texas pf.	1
Balt. & Ohio	1¼	National Lead	1⅜
Brook. R. T.	4⅜	N. J. Central	1½
Central Pacific	1	N. Y. Air Brake	6½
C. Gt. West. pf. B.	3½	Norf. & West. pf.	1⅜
Chi. & E. Illinois	5	Pullman Car	2
Chi. & Northwest	1½	Reading 1st pf.	2⅜
Chi. & Northw. pf.	2½	Reading 2d pf.	1½
Col. Fuel & Iron	1	Rio Gr. West. pf.	1¼
Cons. Gas	2⅜	St. L. & S. F. 2d pf.	1
Del. & Hudson	2	St. P., M. & M.	7½
Del., Lack & West.	1	U. S. Rubber	7
Gt. Northern pf.	2⅜	U. S. Rubber pf.	5⅜
Ill. Central	1½		

Stocks Declined.

Can. Pacific	1	Ill. Steel Co.	1½
Chi. & E. Ill. pf.	1	Nat. Linseed Oil	3⅜

⁂

Net changes in bonds for the week of 1 per cent. or more were:

Bonds Advanced.

B. & O. 5s, 1885-1925	1⅝	L. & N. 1st., N. F. & S. 1st	1
B. & O. 5s, 1925 t. r.	1	Met. Street Ry. 5s	1
Cent. of Ga. con. 5s.	1½	M., K. & T. of T. 5s	2½
C. C., C. & St. L. 1st St. L. 4s	1	Norf. & W. con. 4s.	1⅛
C., C., C. & Ind. con. 7s	1½	O. R. R. & N. 4s	1
C., H. V. & T. 5s, 90s	1	O. S. Line, Inc. A.	3
Den. & Rio G. 1st	1	O. S. Line, Inc. B.	2½
Flint & P. M. 6s	1	Pennsylvania [illegible]	1
F. & P. M., Pt. H. Div. 5s	1	Reading gen. 4s	1
Ft. W. & R. G. 1st	1½	St. J. & G. I. 1st	1
[illegible] 1st	1½	South. Car. & Ga. 1st	1½
[illegible] 2d	1½	[illegible] 4s	2½
		Wabash 2d	3½
		[illegible] Det. & Chi.	2

Bonds Declined.

C. of Ga. 2d pf. inc.	1	Pitts. & West. [illegible]	1
C. St. P., M. & O. [illegible]	1	[illegible]	1
Kings Co. Elev. 1st	1	[illegible]	1½

[illegible]

INACTIVE STOCKS, LAST TRANSACTIONS NEW YORK STOCK EXCHANGE.

The following table gives the range of prices in 1898 for stocks in which there have been no dealings during the past week. Where no sale has occurred this year the last recorded transaction is given.

Closing July 30.		STOCKS.	Amount Outstanding.	Last Dividend.		Range in 1898.				Last Sale.	
Bid.	Asked.					Highest.		Lowest.			
190	220	**Albany & Susquehanna**	$3,520,000	July, 1898	3½	*186	Feb. 3	*183	Jan. 4	*186	Feb. 3, 1898
..	..	American Bank Note	....	June 30, 1898	1	*43	Mar. 5	*43	Mar. 5	*43	Mar. 5, 1898
120	140	American Coal	1,500,000	Mar. 1, 1898	4	..	....	..	....	125	Sept. 16, 1897
24	30	American District Telegraph	3,845,000	May 16, 1898	1	24½	June 30	22	May 3	24	July 1, 1898
10	11	Ann Arbor	3,250,000	....	..	15	Feb. 8	11	Apr. 21	11	July 23, 1898
35½	37	Ann Arbor pf.	4,000,000	....	..	40¼	Feb. 7	34	Jan 4	*35¼	July 6, 1898
104	108	**Boston Air Line pf.**	1,426,000	July, 1898	2	*105	Mar. 9	*105	Mar. 9	*105	Mar. 9, 1898
..	..	Brooklyn Elevated	13,283,600	....	..	..	....	..	....	*7½	Dec. 28, 1897
27	29	Buff., Roch. & Pittsburg	6,000,000	....	..	30¼	Jan. 6	25	Mar. 12	28½	June 7, 1898
66	67	Buff., Roch. & Pittsburg pf.	6,000,000	Feb. 15, 1898	1	67¾	Jan. 8	*61	May 3	66½	July 9, 1898
..	..	Bur., Cedar Rapids & Northern	5,500,000	Aug. 1, 1898	2	75	July 1	*65	Mar. 10	*75	July 7, 1898
..	..	**Capital Traction**	12,000,000	July 1, 1898	75c.	70	Jan. 25	62	Jan. 4	70	Jan. 25, 1898
..	..	Central Coal & Coke	1,500,000	....	..	..	....	..	....	20⅝	Oct. 13, 1897
160	..	Chicago & Alton	18,764,800	June 1, 1898	1¾	166¼	Feb. 11	*150	Mar. 14	*157½	July 1, 1898
172	..	Chicago & Alton pf.	3,479,500	June 1, 1898	1¾	*166	Mar. 24	*166	Mar. 24	*166	Mar. 24, 1898
..	..	Chicago Stock Yards	6,500,000	July 1, 1898	4	..	....	..	....	102½	May 22, 1897
..	..	Chicago Stock Yards pf.	6,500,000	July 1, 1898	1½	120	June 4	120	June 4	120	June 4, 1898
..	45	Cleve., Lorain & Wheeling pf.	5,000,000	Oct. 1, 1896	1	50¼	Feb. 5	45	May 2	48⅞	June 1, 1898
170	..	Cleveland & Pittsburg	11,243,736	June 1, 1898	1¾	170	June 7	*169½	June 24	*169½	June 24, 1898
¼	½	Colorado Coal & Iron Dev.	5,500,000	....	..	½	Jan. 28	¼	Apr. 7	*⅜	July 6, 1898
1½	2½	Colorado Coal & Iron Dev. pf.	500,000	....	..	2½	Jan. 7	2	June 6	2½	June 6, 1898
..	..	Colorado Fuel & Iron pf.	20,000	Feb. 20, 1897	4	..	....	..	....	*80	Dec. 14, 1897
..	..	Colorado Midland	8,420,200	....	..	*6	June 6	*5	June 6	5¼	June 23, 1898
21½	24	Col., Hock. Val. & Tol. pf.	2,500,000	Jan. 2, 1897	2½	27½	Feb. 10	17	Jan. 17	22	July 20, 1898
170	..	Commercial Cable	10,000,000	July 1, 1898	1¾	180	July 12	180	July 12	*180	July 15, 1898
..	..	Consol. K. C. Smelt. & Ref. pf.	976,325	July 15, 1898	1¾	99½	May 24	99½	May 24	99½	May 24, 1898
40	..	Consolidation Coal	10,250,000	Feb. 1, 1898	2	46	June 27	40	May 17	46	June 27, 1898
80	..	**Des Moines & Ft. Dodge pf.**	763,500	Aug. 2, 1897	6	..	....	..	....	*70	Dec. 31, 1897
..	..	Duluth, South Shore & Atlantic	12,000,000	....	..	..	....	..	....	4½	Sept. 16, 1897
..	..	Duluth, South Shore & Atl. pf.	10,000,000	....	..	7½	Feb. 5	5	Apr. 14	6	June 29, 1898
..	69	**Eastern Elevator**	1,000,000	....	..	66	Mar. 11	†57	July 23	†57	July 23, 1898
..	..	Erie Tel. & Tel.	48,000,000	May 16, 1898	1	..	....	..	....	75	Oct. 14, 1897
25½	26	Evansville & Terre Haute	4,000,000	August, 1893	7½	26	May 11	*20	Feb. 17	25½	July 21, 1898
..	..	**Flint & Pere Marquette**	3,298,200	....	..	14⅛	Feb. 14	*9⅛	Apr. 15	11½	May 14, 1898
..	..	Flint & Pere Marquette pf.	6,500,000	....	..	43	Jan. 28	*27	Mar. 26	*32	June 27, 1898
..	..	Fort Worth & Denver City	2,555,000	Mar. 15, 1898	2	28	Mar. 15	19¼	Jan. 24	24	July 18, 1898
..	..	**General Electric pf.**	4,252,000	July 1, 1893	3½	..	....	..	....	75	Mar. 22, 1898
..	..	Gold & Stock Tel.	5,000,000	July, 1898	1½	..	....	..	....	*108½	Dec. 14, 1897
..	..	Green Bay & Western	2,500,000	....	..	*32½	Feb. 24	*30	Jan. 7	*32½	Feb. 24, 1898
..	..	**H. B. Claflin Co**	3,829,100	July 15, 1898	1¼	92½	Feb. 10	*87¾	June 20	*88	July 15, 1898
..	..	H. B. Claflin Co. 1st pf.	2,600,300	Aug. 1, 1898	1¼	..	....	..	....	*94½	Dec. 30, 1897
..	..	H. B. Claflin Co. 2d pf.	2,570,600	Aug. 1, 1898	1½	..	....	..	....	*94	Dec. 11, 1897
53	..	Homestake Mining	12,500,000	July 25, 1898	50c.	*53½	July 21	43	Apr. 2	*53½	July 21, 1898
95	100	**Illinois Central**, leased line	10,000,000	July, 1898	2	97	July 22	*94	Feb. 2	97	July 22, 1898
5½	6½	**Kanawha & Michigan**	9,000,000	....	..	*6⅝	Jan. 2	6	Feb. 2	6½	May 24, 1898
..	..	Keely Motor	....	....	..	..	....	..	....	4½	Mar. 9, 1897
4	5	Keokuk & Des Moines	2,600,000	....	..	5½	June 11	*2½	Jan. 26	4	July 23, 1898
29	31	Keokuk & Western	4,000,000	Apr. 1, 1898	1	34½	Mar. 1	30	June 2	30	July 11, 1898
..	..	Kingston & Pembroke	4,500,000	....	..	2	May 19	2	May 19	2	May 20, 1898
..	..	**Lake Shore certificates**	....	....	..	190	May 27	180	May 2	*188	July 7, 1898
48	52	Long Island	12,000,000	Nov. 2, 1896	1	51	June 1	40	Jan. 20	*49	July 18, 1898
3	6	**Manhattan Beach**	5,000,000	....	..	5¼	Jan. 24	4	Jan. 20	*5	June 13, 1898
45	52	Maryland Coal pf.	1,876,000	July 1, 1898	2	*53	June 10	45	Mar. 28	*50	June 29, 1898
..	..	Mergenthaler Linotype	10,000,000	June 30, 1898	5	*152	May 31	*140	Mar. 9	*152	May 31, 1898
⅛	1	Mexican National certificates	33,350,000	....	..	1⅛	May 2	1	Feb. 10	1⅛	June 7, 1898
..	..	Michigan Peninsular Car	2,000,000	Oct. 1, 1893	2	..	....	..	....	14	Sept. 9, 1897
..	..	Michigan Peninsular Car pf.	5,000,000	June 30, 1898	2	*54	Jan. 29	*54	Jan. 29	*54	Jan. 29, 1898
6	..	Minn., St. P. & S. Ste. Marie	14,000,000	....	..	7	Jan. 5	6½	Mar. 1	6½	Mar. 11, 1898
18	..	Minn., St. P. & S. Ste Marie pf.	7,000,000	....	..	..	....	..	....	10	Dec. 2, 1897
171	174	Morris & Essex	15,000,000	July, 1898	3½	175	Jan. 14	*167½	Jan. 4	*172	July 21, 1898
..	..	**Nash., Chat. & St. Louis**	10,000,000	Aug. 1, 1898	1	60	June 1	60	June 1	60	June 1, 1898
6	7	National Starch Manufacturing	5,000,000	....	..	9	Feb. 10	5	Apr. 25	5⅝	July 9, 1898
70	80	National Starch 1st pf.	3,000,000	May 1, 1898	2	*81	Jan. 24	60	Mar. 25	*65	June 22, 1898
17	30	National Starch 2d pf.	2,500,000	January, 1898	6	30	Jan. 27	15	June 29	16	July 13, 1898
..	..	New Central Coal	5,000,000	....	..	8½	June 24	6¼	Apr. 25	8½	June 24, 1898
60	80	N. Y., Chi. & St. Louis 1st pf.	5,000,000	Mar. 1, 1898	2	76	Jan. 31	*65	May 10	75	July 11, 1898
..	..	N. Y., Lack. & Western	100,000,250	July, 1898	1¼	*123¾	Feb. 16	*120	Apr. 20	*123½	July 7, 1898
..	..	New York Mutual Gas	3,500,000	July 11, 1898	5	..	....	..	....	*350	Nov. 16, 1897
..	..	New Jersey & New York Tel.	5,000,000	Apr. 15, 1898	2½	..	....	..	....	*124	Jan. 28, 1897
14½	15½	Norfolk & Western	54,421,200	....	..	17	Feb. 7	11½	Apr. 21	14	July 21, 1898
..	..	**Omaha & St. Louis**	621,900	....	..	7	Mar. 5	7	Mar. 5	7	Mar. 5, 1898
68	71	Oregon R. R. & Navigation pf.	10,988,560	July 1, 1898	2	74	June 11	65½	Mar. 29	*71½	July 13, 1898
..	..	**Panama**	7,000,000	Jan. 3, 1896	3	..	....	..	....	*95	Sept. 22, 1897
340	..	Pennsylvania Coal	5,000,000	May 1, 1898	4	*350	Feb. 25	*325	Mar. 23	*325	Mar. 23, 1898
1	1½	Peoria, Dec. & Evansville	8,400,000	....	..	2¼	May 23	⅞	Jan. 7	1¼	July 21, 1898
3	6	Peoria & Eastern	10,000,000	....	..	5½	Feb. 11	*3	Jan. 26	*3	July 8, 1898
6	8	Pittsburg & Western pf.	5,000,000	....	..	7	June 17	5⅝	June 11	6½	July 22, 1898
1¾	..	**Quicksilver**	5,708,700	....	..	2¼	Jan. 27	2	Jan. 26	2	May 18, 1898
121	..	**Rome, Watertown & Ogd.**	10,000,000	May 16, 1898	1¼	123	Jan. 4	*116¼	Mar. 26	122	July 5, 1898
153	158	**St. Paul & Omaha pf.**	12,646,833	Feb. 21, 1898	3½	155	Feb. 28	*148	Jan. 5	*155	July 12, 1898
58½	59	Silver Bullion certificates	....	....	..	59	July 12	56	May 5	59	July 12, 1898
200	..	Sixth Avenue	2,000,000	July 1, 1898	3½	..	....	..	....	195	July 19, 1897
..	..	Standard Gas	5,000,000	July 1, 1898	1½	*147	Jan. 24	143½	Jan. 21	*147	Jan. 22, 1898
..	..	Standard Gas pf.	3,721,100	July 1, 1898	[illegible]	*144½	Jan. 3	*144½	Jan. 22	*144½	Jan. 24, 1898
..	..	Southern & Atlantic Tel.	[illegible]	April, 1898	2½	100	Feb. 17	100	Feb. 17	100	Feb. 17, 1898
..	..	**Texas Central**	[illegible]	....	..	..	....	..	....	19	July 13, 1897
..	..	Texas Central pf.	[illegible]	Jan. 15, 1898	[illegible]	..	....	..	....	*40½	Feb. 5, 1897
..	..	Texas Pacific Land Trust	[illegible]	....	..	7½	June [illegible]	5	May 27	7½	June 14, 1898
175	180	Third Avenue	[illegible]	May 31, 1898	[illegible]	194½	Feb. 17	155	Apr. 21	174	July 16, 1898
..	20	Toledo & Ohio Central	6,500,000	Nov. 25, 1896	1	*15	Feb. 10	*15	Feb. 10	*15	Feb. 10, 1898
20	40	Toledo & Ohio Central pf.	3,708,000	July 25, 1896	1¼	*41	Feb. 7	*38¼	Feb. 8	*40	Feb. 10, 1898
..	..	Twin City Rapid Transit	15,010,000	....	..	22½	Feb. 25	19¾	Apr. 14	19⅞	May 26, 1898
..	..	Twin City Rapid Transit pf.	1,137,200	April, 1898	1¾	..	....	..	....	*95	Dec. 23, 1897
..	..	**Union Ferry**	3,000,000	July 1, 1898	1	..	....	..	....	64	July 13, 1897
..	..	United N. J. R. R. & Canal	21,240,400	July, 1898	2½	..	....	..	....	*215½	Mar. 15, 1897
..	..	Utica & Black River	2,223,000	March, 1898	3½	..	....	..	....	165	Oct. 20, 1897
..	..	**Warren Railroad**	1,800,000	July, 1898	3½	..	....	..	....	167	Aug. 24, 1897
..	..	Western Gas	4,000,000	July 20, 1898	3	86	Jan. 17	86	Jan. 17	86	Jan. 17, 1898
..	..	Western Union Beef	13,600,000	Nov. 23, 1897	2	8	Jan. 18	7½	Jan. 5	8	Anr. 18, 1898
2¼	2½	Wisconsin Central	12,000,000	....	..	3⅝	Jan. 17	1⅝	Mar. 22	*2⅝	July 16, 1898

*Sales of less than 100 shares. †Sale buyer 10 days.

pared with the corresponding week last year. In the case of the exports of general merchandise the returns are for the week ended Tuesday:

Imports of Dry Goods and General Merchandise.

Week ended July 29, 1898	$7,716,708
Week ended July 30, 1897	7,184,000
From Jan. 1, 1898	253,175,888
From Jan. 1, 1897	321,642,914

Exports of General Merchandise.

Week ended July 26, 1898	$7,554,808
Week ended July 27, 1897	7,357,026
From Jan. 1, 1898	298,101,641
From Jan. 1, 1897	224,420,081

Imports of Gold.

Week ended July 29, 1898	$1,854
Week ended July 30, 1897	68,662
From Jan. 1, 1898	69,001,707
From Jan. 1, 1897	2,095,126

Exports of Gold.

Week ended July 29, 1898	$14,000
Week ended July 30, 1897	3,711,785
From Jan. 1, 1898	4,662,097
From Jan. 1, 1897	28,871,007

Net Imports of Gold.

From Jan. 1, 1898	$64,339,610

Net Exports of Gold.

Week ended July 29, 1898	$12,146
Week ended July 30, 1897	3,643,123
From Jan. 1, 1897	26,775,881

Imports of Silver.

Week ended July 29, 1898	$4,013
Week ended July 30, 1897	55,589
From Jan. 1, 1898	1,427,199
From Jan. 1, 1897	1,636,415

Exports of Silver.

Week ended July 29, 1898	$1,0[illegible]
Week ended July 30, 1897	1,005,724
From Jan. 1, 1898	25,462,865
From Jan. 1, 1897	27,393,909

Net Exports of Silver.

Week ended July 29, 1898	$1,064,155
Week ended July 30, 1897	950,135
From Jan. 1, 1898	24,035,105
From Jan. 1, 1897	25,757,494

Total Imports of Specie.

Week ended July 29, 1898	[illegible]
Week ended July 30, 1897	[illegible]
From Jan. 1, 1898	[illegible]
From Jan. 1, 1897	[illegible]

Total Exports of Specie.

Week ended July 29, 1898	[illegible]
Week ended July 30, 1897	[illegible]
From Jan. 1, 1898	[illegible]
From Jan. 1, 1897	[illegible]

Total Net Imports of Specie.

From Jan. 1, 1898	[illegible]

Total Net Exports of Specie.

[illegible]

CLEARING HOUSE COMPARISONS.

Exchanges week ending July 30	$644,523,336
Balances week ending July 30	39,372,705
Exchanges week ending July 23	630,290,419
Balances week ending July 23	46,140,432
Exchanges week ending July 16	720,893,050
Balances week ending July 16	47,100,838
*Exchanges week ending July 9	617,814,853
*Balances week ending July 9	44,564,178
Exchanges week ending July 2	836,862,622
Balances week ending July 2	62,660,979
Exchanges week ending June 25	655,289,867
Balances week ending June 25	43,167,523
Exchanges week ending June 18	763,433,231
Balances week ending June 18	47,170,993
Exchanges week ending June 11	747,874,044
Balances week ending June 11	37,216,835
*Exchanges week ending June 4	719,788,431
*Balances week ending June 4	41,451,405
Exchanges week ending May 28	706,878,309
Balances week ending May 28	40,433,281
Exchanges week ending May 21	756,406,491
Balances week ending May 21	44,270,061
Exchanges week ending May 14	819,486,982
Balances week ending May 14	46,830,160
*Exchanges week ending May 7	778,748,624
*Balances week ending May 7	42,742,666
Exchanges week ending April 30	631,653,506
Balances week ending April 30	41,236,796
Exchanges week ending April 23	626,188,250
Balances week ending April 23	35,903,111
Exchanges week ending April 16	630,947,703
Balances week ending April 16	35,834,274
Exchanges week ending April 9	665,828,308
Balances week ending April 9	36,559,239
Exchanges week ending April 2	782,961,674
Balances week ending April 2	58,889,842
Exchanges week ending March 26	611,838,204
Balances week ending March 26	38,966,198
Exchanges week ending March 19	785,675,895
Balances week ending March 19	48,968,653
Exchanges week ending March 12	782,221,310
Balances week ending March 12	59,548,544
Exchanges week ending March 5	904,747,377
Balances week ending March 5	50,181,172
*Exchanges week ending Feb. 26	803,611,583
*Balances week ending Feb. 26	41,689,433
Exchanges week ending Feb. 19	998,600,610
Balances week ending Feb. 19	48,298,800
*Exchanges week ending Feb. 12	735,199,643
*Balances week ending Feb. 12	37,429,764
Exchanges week ending Feb. 5	928,210,935
Balances week ending Feb. 5	54,312,451
Exchanges week ending Jan. 29	825,018,146
Balances week ending Jan. 29	51,576,574
Exchanges week ending Jan. 22	852,827,065
Balances week ending Jan. 22	46,081,582
Exchanges week ending Jan. 15	891,167,281
Balances week ending Jan. 15	46,965,066
Exchanges week ending Jan. 8	1,042,827,894
Balances week ending Jan. 8	62,376,860
*Exchanges week ending Dec. 31	730,887,201
*Balances week ending Dec. 31	38,298,901
*Exchanges week ending Dec. 24	689,611,113
*Balances week ending Dec. 24	38,617,401
Exchanges week ending Dec. 18	965,296,517
Balances week ending Dec. 18	55,779,441
Exchanges week ending Dec. 11	702,921,642
Balances week ending Dec. 11	45,289,124

*Five days.

BANK STATEMENTS.

The weekly statement of the New York City Associated Banks, issued Saturday, shows a decrease in the reserve of $1,107,[illegible]. The banks now hold [illegible] more than the legal requirements. [illegible] $1,820,800, a decrease in specie of $1,136,400, an increase in legal tenders of $116,700, an increase in deposits of $351,300, and a decrease in circulation of $42,400.

The following is a comparison of the average of the New York banks for the last two weeks and for the corresponding date last year:

	July 30, '98.	July 23, '98.	July 31, '97.
Loans	$635,766,700	$634,945,900	$542,996,200
Specie	166,505,100	167,641,500	91,497,400
Legal tenders	60,819,400	60,702,700	109,934,000
Net deposits	741,680,100	741,328,800	623,045,000
Circulation	14,391,900	14,434,300	13,431,100

The following shows the amount of reserve held above the legal requirements:

	July 30, '98.	July 23, '98.	July 31, '97.
Specie	$166,505,100	$167,641,500	$623,045,000
Legal tenders	60,819,400	60,702,700	109,934,000
Total r's've	$227,324,500	$228,344,200	$201,481,400
Reserve required ag'st deposits	185,420,025	185,332,200	155,761,250
Excess of reserve above legal req'rements	$41,904,475	$43,012,000	$45,720,150

The following table shows the amount of surplus reserve held by the New York Clearing House banks at the end of each week in the present year and the corresponding weeks in 1897 and 1896:

	1898.	1897.	1896.
Jan. 8	$22,261,675	$43,991,450	$37,183,100
Jan. 15	[illegible]	52,172,525	32,345,550
Jan. 22	31,375,300	57,667,500	37,678,500
Jan. 29	35,609,450	59,148,250	39,023,400
Feb. 5	34,761,625	54,540,050	40,182,425
Feb. 12	33,437,050	51,678,225	36,818,875
Feb. 19	[illegible]	[illegible]	28,627,050
Feb. 26	[illegible]	[illegible]	24,422,150
March 5	[illegible]	[illegible]	22,234,500
March 12	[illegible]	[illegible]	[illegible]
March 19	[illegible]	48,163,975	19,042,675
March 26	[illegible]	[illegible]	18,042,675
April 2	[illegible]	[illegible]	17,005,975
April 9	[illegible]	49,170,050	[illegible]
April 16	37,846,075	[illegible]	[illegible]
April 23	[illegible]	[illegible]	20,678,675
April 30	44,504,675	[illegible]	23,944,375
May 7	[illegible]	[illegible]	[illegible]
May 14	[illegible]	[illegible]	[illegible]
May 21	[illegible]	[illegible]	21,701,[illegible]
May 28	[illegible]	[illegible]	[illegible]
June 4	[illegible]	[illegible]	[illegible]
June 11	[illegible]	47,071,475	[illegible]
June 18	[illegible]	[illegible]	[illegible]
June 25	[illegible]	[illegible]	[illegible]
July 2	[illegible]	[illegible]	[illegible]
July 9	[illegible]	[illegible]	[illegible]
July 16	[illegible]	[illegible]	[illegible]
July 23	43,012,000	[illegible]	[illegible]
July 30	41,904,475	45,720,150	[illegible]

The following shows the surplus reserve at this time for a series of years:

[illegible]

High Grade Investment [illegible]

Suitable for Trustees, [illegible] [illegible]

FOR SALE BY

REDMOND, KERR & CO.,

BANKERS AND BOND DEALERS.
MEMBERS NEW YORK STOCK EXCHANGE.
LIST OF CURRENT OFFERINGS SENT UPON APPLICATION.
41 Wall Street, New York.

Railroad Bonds

$100,000 CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.
FIRST MORTGAGE CHICAGO & PACIFIC WESTERN GOLD 5S, DUE 1921.

$50,000 CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.
(Southwestern Division)
FIRST MORTGAGE 6S, DUE 1909.

$40,000 CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.
(Southern Minnesota Division)
FIRST MORTGAGE GOLD 6S, DUE 1910.

$20,000 CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.
(Wisconsin & Minnesota Division)
FIRST MORTGAGE GOLD 5S, DUE 1921.

$100,000 CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO.
GENERAL MTGE. GOLD 4S, DUE 1988.

$100,000 ILLINOIS CENTRAL RAILROAD COMPANY.
(WESTERN LINES)
FIRST MORTGAGE GOLD 4S, DUE 1951.

$38,000 ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY CO.
SECOND MTGE., NOW FIRST, 6S, DUE 1909.

$15,000 DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.
CONSOL., NOW FIRST, MTGE. 7S, DUE 1907.

PRICE AND DETAILS WILL BE FURNISHED ON APPLICATION.

N. W. Harris & Co.

BANKERS,
31 NASSAU STREET, NEW YORK.
Bank of Commerce Building.
Boston. Chicago.

A. A. HOUSMAN & CO.,

Bankers and Brokers,

52 EXCHANGE PLACE,
NEW YORK.

HATCH & FOOTE,

Bankers and Brokers,
Investment Securities, Stocks & Bonds
Bought and Sold on Commission.
No. 3 Nassau & 18 Wall St., N. Y.
Established 1867. Members N. Y. Stock Exchange.

ON THE LONDON EXCHANGE.

LONDON, July 31.—The week preceding the August holiday was unusually dull, a majority of dealers leaving the city. The peace negotiations between the United States and Spain, which ordinarily would have sent prices upward, proved a strengthening factor for hardly a day. Prices, however, generally moved favorably.

Spanish securities, after reaching 40, finished at 39½, a gain of ⅞. A purchasing tendency was noticeable, on the ground that, free of colonies, Spain's finances would improve.

While American railway news was good, the market was not responsive, the advances ranging from ⅜ to 1 point, except for Baltimore and Ohio, Norfolk and Western, and Philadelphia and Reading, which were helped by special schemes. Canadian Pacific fell 1¾ and Grand Trunks from ¾ to 1¾.

Discount rates advanced from 1⅛ to 1⅝ on the expectation of an American drain of gold. Short money was abundant at ¼@½ per cent.

SALES OF MINING STOCKS.

The following sales of mining stocks were made during the past week:

ON THE STOCK EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Kingston & Pembroke	.19	.19	.18	.18	200
Phenix	.14	.14	.14	.14	100
Total sales					300

ON THE CONSOLIDATED EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Anaconda	.39	.39	.38	.38	1,700
Brunswick	.10	.10	.10	.10	300
Chollar	.15	.15	.15	.15	200
Con. Cal. & Va.	.42	.42	.40	.40	350
C. & C. C. con.	.10	.10	.10	.10	1,000
Crown Point	.04	.04	.04	.04	300
Horn Silver	1.35	1.35	1.35	1.35	150
Leadville	.10	.10	.10	.10	500
Mollie Gibson	.18	.18	.18	.18	600
Pharmacist	.05	.05	.05	.05	1,000
Potosi	.15	.15	.15	.15	200
Sierra Nevada	.52	.52	.52	.52	500
Standard	1.50	1.50	1.50	1.50	175
Union Cons.	.14	.14	.14	.14	500
Utah	.08	.08	.08	.08	500
Total sales					7,975

ON THE MINING EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Copper Rock	.001½	.001¾	.001½	.001¾	11,000
Rocky M'tain	.09	.10	.09	.10	3,100
Total sales					14,100

The Mercantile Trust Co.

NO. 120 BROADWAY.

Capital and Surplus, $5,000,000

Interest allowed upon Deposits.

OFFICERS:

LOUIS FITZGERALD, President.
JOHN T. TERRY, HENRY B. HYDE, HENRY C. DEMING, Vice Presidents.
GEO. H. SQUIRE, Treasurer.
ERNEST R. ADEE, Secretary.
CLINTON HUNTER, Assistant Secretary.
WM. C. POILLON, Assistant Treasurer.

DIRECTORS:

Louis Fitzgerald,
John Jacob Astor,
Marcellus Hartley,
Henry B. Hyde,
Eugene Delano,
J. Roosevelt Roosevelt,
Henry G. Marquand,
C. C. Cuyler,
George L. Rives,
John E. Searles,
Edward D. Adams,
J. Hampden Robb,
James W. Alexander,
William H. Slocum,
George Coppell,
John J. McCook,
Oliver Ames,
Chauncey M. Depew,
Clement A. Griscom,
John T. Terry,
George J. Gould,
A. J. Cassatt,
Thomas T. Eckert,
James McCreery,
Rudulph Ellis,
Henry M. Alexander,
James H. Hyde,
Charles H. Godfrey,
John W. Hunter,
James Stokes,
Sidney Dillon Ripley,
Henry C. Deming,
L. C. Weir,
Henry B. Ely.

ATLANTIC TRUST CO.

39 WILLIAM STREET, NEW YORK.
ESTABLISHED 1887.
Capital . . . $1,000,000
DOES BANKING AND TRUST BUSINESS.
L. F. V. Randolph, Prest. John Alvin Young, Secy.

THE BANK OF NEW AMSTERDAM

BROADWAY AND 39TH ST., N. Y.
CAPITAL, $250,000; SURPLUS, $250,000.
FRANK TILFORD, *President.*
R. R. MOORE, *Vice-Pres.* G. J. BAUMANN, *Cashier.*

NATIONAL BANK OF THE REPUBLIC

OF NEW YORK.
Capital and Surplus, $2,000,000.
OLIVER S. CARTER, Pres't.
E. H. PULLEN, Vice Pres't.
CHARLES H. STOUT, Cashier.
W. B. T. KEYSER, Ass't Cashier.

Government AND Municipal Bonds

BOUGHT AND SOLD.

Also First Mortgage Bonds of Established Railways.

APPRAISEMENTS MADE OR QUOTATIONS FURNISHED FOR THE PURCHASE, SALE, OR EXCHANGE OF ABOVE SECURITIES.

LISTS ON APPLICATION.

N. W. HARRIS & CO.,

BANKERS,
NEW YORK—CHICAGO—BOSTON.
31 Nassau St., (Bank of Commerce Bldg.,) N. Y.

R. L. DAY & CO.,

Bankers,
1 Broad St., New York.
40 Water St., Boston.

Commission Orders Executed in Both Markets.

INVESTMENT SECURITIES.

U. S. GOV. 3's

BOUGHT AND SOLD.

Welles, Herrick & Hicks,

Members N. Y. Stock Exchange,
15 Wall Street, New York.

Chas. T. Wing & Co.

BONDS,

18 WALL STREET, NEW YORK.

Frank E. Wing, Henry A. Glassford,
Edward N. Gibbs, Special.

H. AMY & CO.,

BANKERS,
44 AND 46 WALL STREET.
Stocks, Bonds, and Investments
Members N. Y. Stock Exchange.

[illegible] & CO.,

BANKERS,
and dealers in
United States Government Bonds.
NASSAU & PINE STS.,
NEW YORK CITY.

Spencer Trask & Co.,

BANKERS.

Bonds and Stocks Bought and Sold on Commission.
DEALERS IN

Investment Securities.

27 AND 29 PINE ST., NEW YORK.
State and James Sts., Albany.

Guaranty Trust Co. of New York.

NASSAU, CORNER CEDAR STREET.

CAPITAL, - - - - - $2,000,000
SURPLUS, - - - - - $2,500,000

ACTS AS TRUSTEE FOR CORPORATIONS, FIRMS, AND INDIVIDUALS, AS GUARDIAN, EXECUTOR, AND ADMINISTRATOR, TAKES ENTIRE CHARGE OF REAL AND PERSONAL ESTATES.

INTEREST ALLOWED ON DEPOSITS subject to cheque or on certificate.

DRAFTS ON ALL PARTS OF GREAT BRITAIN, FRANCE AND GERMANY BOUGHT AND SOLD. COLLECTIONS MADE.

TRAVELLERS' LETTERS OF CREDIT AVAILABLE IN ALL PARTS OF THE WORLD, AND COMMERCIAL LETTERS OF CREDIT ISSUED.

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LONDON BRANCH,
33 LOMBARD STREET, E. C.

Buys and sells exchange on the principal cities of the world, collects dividends and coupons without charge, issues travellers' and commercial letters of credit, receives and pays interest on deposits subject to cheque at sight or on notice, lends money on collaterals, deals in American and other investment securities, and offers its services as correspondent and financial agent to corporations, bankers and merchants.

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BANK OF ENGLAND,
CLYDESDALE BANK, Limited,
NATIONAL PROVINCIAL BANK OF ENGLAND, Limited,
PARR'S BANK, Limited.

Solicitors.
FRESHFIELDS AND WILLIAMS.

London Committee.
ARTHUR JOHN FRASER, CHAIRMAN.
DONALD C. HALDEMAN.

THE STATE TRUST CO.

100 BROADWAY.

Capital and Surplus, $1,800,000.

Acts as Trustee, Registrar, Transfer and Fiscal Agent of Corporations, and as Executor, Administrator, Trustee, Guardian, and Committee of Estates. Legal Depository for Court and Trust Funds. Takes full charge of Real and Personal Estates. Interest allowed on deposits.

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Anson G. McCook,
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METROPOLITAN TRUST COM'Y

OF THE CITY OF NEW YORK.

Capital, $1,000,000
Surplus, 1,000,000
37 and 39 Wall St.

Designated by order of the Supreme Court as a legal depository. Will receive deposits of money on interest, act as fiscal or transfer agent, or trustee for corporations, and accept and execute any legal trust from persons or corporations on as favorable terms as other similar companies:

BRAYTON IVES, *President.*
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D. O. MILLS,
FRED'K D. TAPPEN
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WM. H. TILLINGHAST,
GEO. HENRY WARREN
ROSWELL P. FLOWER,
HAMILTON SMITH,
HALEY FISKE.

North American Trust Company

NEW YORK: 100 BROADWAY.
LONDON: 95 GRESHAM ST.

Capital paid up . . . $1,000,000
Surplus $200,000

W. L. TRENHOLM, President.

Transacts a general trust business.

Allows liberal rates of interest on deposits and trust funds.

Issues Letters of Credit and Travelers' Circular Notes payable in dollars or in the money of any foreign country.

Acts as Trustee under mortgages for railway and other companies, and as Agent for the Registration of the stock, and for the transfer of the shares of incorporated companies.

Undertakes the examination of properties offered as security for bond issues, and the obtaining of expert information concerning the actual facts and prospects of reorganization proposals.

Qualified and empowered to act as executor, administrator, trustee, guardian, and assignee, and as receiver and custodian of funds under orders of Court.

COLONIAL INVESTMENTS.

Under the shelter of the United States authority now established at SANTIAGO DE CUBA, the NORTH AMERICAN TRUST COMPANY has made arrangements to establish itself there, and is prepared to buy and sell drafts on SANTIAGO and to make payments in SANTIAGO under instructions from its customers. THE COMPANY is also prepared to receive the deposits of the SOLDIERS and SAILORS now in CUBA, and, under their directions, to make remittances to their families in the UNITED STATES.

Especial attention is called to the relations of THE COMPANY already established at MANILA with the CHARTERED BANK OF INDIA, AUSTRALIA, and CHINA, sufficient for the present needs of our MANUFACTURERS, MERCHANTS, TRAVELERS, SOLDIERS, and SAILORS.

With the conclusion of a TREATY OF PEACE between the UNITED STATES and SPAIN, it is generally expected that

NEW FIELDS FOR INVESTMENT

will be opened in ALL LINES OF TRADE and MANUFACTURING, as well as in CITY PROPERTIES, WINTER HOMES, ELECTRIC PLANTS, RAILROADS, INDUSTRIALS, SUGAR and TOBACCO PLANTATIONS.

Many INVESTMENTS of this character will be presented to the public, and it will require the close discrimination of experts in each particular line to decide whether or not they are meritorious and desirable investments.

THE NORTH AMERICAN TRUST COMPANY is prepared to investigate these projects and report on them in an advisory capacity ON BEHALF OF ITS CUSTOMERS, and to further facilitate business in CUBA, PUERTO RICO, and the PHILIPPINES, by holding in trust PROPERTIES, CONTRACTS, MORTGAGES, and BONDS, either pending the closing of negotiations or for more extended or more definite periods.

THE COMPANY'S BANKERS

in LONDON are MESSRS. ROBARTS, LUBROCK & CO. and THE CITY BANK, LIMITED. It has also an office of its own in that city, NO. 95 GRESHAM STREET, and BANK CORRESPONDENTS in all the CAPITALS and PRINCIPAL COMMERCIAL CENTRES and SEAPORTS of the WORLD, by whom its DRAFTS and LETTERS OF CREDIT will be cashed, and its CLIENTS furnished with information.

Safe First Mortgage Bonds

Paying 5% to 6% ON THE INVESTMENT.

WE OFFER AND RECOMMEND AS SAFE INVESTMENTS

Milw. & Lake Winnebago 1st 6s.
AN UNDERLYING BOND OF THE WISCONSIN CENTRAL SYSTEM, WHICH HAS ALWAYS PAID ITS INTEREST PROMPTLY.

Atlantic & Danville 1st G. 5s.
HAVE EARNED DOUBLE THEIR INTEREST FOR A NUMBER OF YEARS.

Houston, East & West Texas 5s.
A BOND OF A REORGANIZED CO. WHOSE FIXED CHARGES HAVE BEEN CUT DOWN TO WITHIN THE NET EARNINGS OF THE WORST YEAR. NOW EARNING 50% ABOVE INTEREST.

New Orleans & West Rec. Certif.
AN ABSOLUTE FIRST LIEN ON PROPERTY COSTING OVER FIVE TIMES THE AMOUNT OF THE ISSUE.

CIRCULAR ON APPLICATION.

F. J. LISMAN & CO.,

30 BROAD ST., NEW YORK.
Specialists in Uncurrent Steam R.R. Bonds.
Members N. Y. Stock Exchange. Tel. 237 Broad.